



GOVERNMENT COLLECTION AT CENTENNIAL EXHIBITION.

LETTERS
OF
PROFESSORS HENRY AND BAIRD
ACCOMPANYING THE
ANNUAL MESSAGE OF THE PRESIDENT OF THE UNITED STATES.

SMITHSONIAN INSTITUTION,
Washington, D. C., November 13, 1876.

To His Excellency THE PRESIDENT OF THE UNITED STATES:

SIR: I have the honor to inform you that at a meeting of the National Academy of Sciences, held in October last, the following preamble and resolutions were unanimously adopted:

Whereas the members of the National Academy of Sciences have been greatly impressed by the extent, rarity, and richness of the truly national collection contained in the Government building at the Centennial Exhibition, and considering the great importance and lasting interest with which the people of the United States must regard this collection: Therefore,

Resolved, That in the opinion of the Academy the Government collection as a whole should be transferred to Washington, and there preserved in an appropriate building for perpetual exhibition.

Resolved, That the Academy entertains the hope that the President of the United States will favor the foregoing proposition; that he will delay the dispersion of the exhibit from the several Executive Departments until Congress has assembled, and that he will recommend to that body to provide for the transfer of the Government collection to the city of Washington, and for its subsequent permanent support.

In transmitting these resolutions to your excellency, I beg leave, in favor of the proposition, to suggest, first, that the exhibit would form a fitting memorial of the centennial condition of the country; second, that it would illustrate in a striking manner the appliances used by the Government in carrying on its various and complex operations; third, that it would be a repository in which the natural resources of each State would be exhibited; fourth, that it would give information, in one view, of importance to the statesman, legislator, scientist, educator, and the capitalist of our own and of foreign countries; fifth, it would be of interest to the intelligent public at large, and would meet the approbation of all who regard the prosperity of the country and take pride in the condition of the national capital.

In conclusion, it may not perhaps be improper to remark that I do not advocate this proposition for the purpose of extending the power and influence of the Smithsonian Institution. On the contrary, I think the exhibit should be made a truly national one, and be immediately under the control of the Government.

I have the honor to be, very respectfully, your obedient servant,

JOSEPH HENRY,

President National Academy of Sciences.

INTERNATIONAL EXHIBITION, 1876,
UNITED STATES GOVERNMENT BUILDING,
West Philadelphia, November 23, 1876.

SIR: I would respectfully suggest that, in connection with the steps which the President proposes to take for the purpose of securing authority and means from Congress to keep together all the exhibits of the Government now in its building at the Centennial, and to display them suitably in the city of Washington, his attention be invited to the enormous mass, and great economical and industrial value, of the immense donations made to the United States Government by the commissioners of nearly all the foreign countries represented at the International Exhibition.

These consist, in many cases, of nearly the entire exhibits of the countries referred to, so far as they relate to the resources of the respective nations, derived from the animal, vegetable, and mineral kingdoms, together with many series illustrating the peculiar habits and characteristics of the people, especially of China, Siam, Japan, Australia, and New Zealand. Since the close of the exhibition, the Smithsonian Institution and the Department of Agriculture have been busily engaged, with a large force, in transferring the collections referred to from the different buildings of the commission to that belonging to the Government, and weeks must elapse before this will be finished.

The countries that have, so far, made contributions of more or less magnitude are, the Argentine Confederation, Austria, Brazil, Chili, China, Egypt, Germany, the Sandwich Islands, Japan, Mexico, Netherlands, Norway, Peru, Portugal, Russia, Spain, Sweden, Switzerland, Tunis, Great Britain, Bermuda, Canada, New South Wales, New Zealand, Queensland, South Australia, Tasmania, Victoria, and Venezuela; while several others have promised contributions, but have not yet taken the necessary steps toward turning them over.

The value of these collections to the people of the United States cannot be overestimated, consisting, as they do, of many varieties of ores and minerals, specimens of animal products and materials from the vegetable kingdom, including also the stages of their manufacture and the finished products, as well as, in many cases, the apparatus by which these results are accomplished. Thus nearly all the known varieties of the ores of silver, gold, mercury, iron, copper, lead, tin, zinc, nickel, cobalt, antimony, &c., are represented, with the furnace-products accompanying them, and the resulting metal; the brick, tile, and pottery, earth and clays of China, Japan, France, Belgium, Great Britain, and Australia, in many cases accompanied by careful analysis of their composition and numerous illustrative specimens of their products, building-stones, marbles, &c., specimens of artificial stone,

mortars, and cements, with the materials producing them, and samples of coals from hundreds of different localities.

Among illustrations of products from the animal industries may be mentioned specimens of leathers from all parts of the world, and from every imaginable form of animal; wools, graded by their different qualities and applications and prices; furs of various species of animals of Europe, Asia, and Australia; and preparations of Russian isinglass, glues, and gelatines in immense variety.

The wealth of vegetable material is incalculable; embracing, as it does, the magnificent displays of Brazil, the Argentine Confederation, Australia, Netherlands, and other countries that have excited so much attention during the Exhibition.

Among the individual objects may be enumerated samples of the woods of thousands of species of trees, fibers of all kinds, including material for paper and textile fabrics, objects of the *materia medica*, gums, dye-stuffs, materials for tanning, seeds of every variety of the grains, hemp, flax, cotton, ramie, tobacco, coffee, cocoa, &c., many of them at present new to the United States, and giving promise of successful introduction therein, these having been received, in large part, in quantity sufficient for distribution, Russia alone supplying more than two hundred bushels of seeds of every best variety of hemp, oats, wheat, barley, &c. A large amount of material illustrating the habits and customs of other nations has also been received. Notably among these objects, may be mentioned the entire exhibit of the King of Siam and that of the commissioners of customs of China. Both of these collections present an exhaustive illustration of the mode of life, habits, and characteristics of the people. Many important collections of educational apparatus and objects have also been presented. The navy department of Russia has furnished samples of cordage, wire rope, chain cable, iron forgings, &c.

The various objects thus presented are now being transferred to the Government building and turned over to the respective departments to which they are most appropriate, and by which they would naturally be exhibited in connection with any systematic display that might be authorized by Congress.

It is proper to state that the utmost eagerness has been manifested by the representatives of technical, industrial, and educational institutions in the United States in gathering objects of the kind in question, and that in very great part they were prevented from accomplishing their object by the information that the entire exhibits had been presented to the United States, and that application should be made to its representatives for any desiderata. It has been impossible, however, to make any selections with this object, as the time of those concerned has been fully occupied in packing and removing the collections. It will, however, be possible to make up from the duplicate material a considerable number of sets of these various substances for distribution to such establishments as Congress may direct, whenever the means are furnished for the purpose.

I need hardly say that some provision must be made to meet the expense of removing these articles to Washington and of exhibiting them there. When, however, it is borne in mind that such a collection as has thus been presented to the United States could not be reproduced in a long period of years without the expenditure of a large sum of money, and that it has been spontaneously offered to the people of the United States, it is quite reasonable to hope that Congress will take the steps

necessary to make it available to the country, with all the benefits likely to result from the display of a portion of the same, and the distribution of its duplicates.

I have the honor to be, very respectfully,

SPENCER F. BAIRD,

Representative Smithsonian Food-Fishes Department.

Col. S. C. LYFORD,

Chairman Board of Executive Departments.

CONTINGENT EXPENSES OF THE WAR DEPARTMENT.

LETTER

FROM

THE SECRETARY OF WAR,

TRANSMITTING

A report of the contingent expenses of the War Department.

DECEMBER 8, 1876.—Laid on the table and ordered to be printed.

WAR DEPARTMENT,
Washington City, December 7, 1876.

SIR: I have the honor to transmit herewith a report of expenditures of the War Department and its bureaus, under the appropriation for contingent expenses, for the fiscal year ending June 30, 1876.

Very respectfully, your obedient servant,

J. D. CAMERON,
Secretary of War.

The SPEAKER of the House of Representatives,
Washington, D. C.

SECRETARY'S OFFICE.

Date.	To whom paid.	On what account.	Amount.
1875.			
July 3	Washington and Georgetown Railroad Company.	Tickets.....	\$10 00
July 6	J. L. Harmon.....	Newspapers	3 30
July 7	Metropolitan Railroad Company.	Tickets.....	20 00
July 9	J. W. Boteler & Bro.....	Feather dusters, &c.....	92 83
July 16	George P. Rowell & Co.....	Newspaper Reporter	2 00
July 16	Mohun Bros.....	Stationery.....	827 01
July 16	Washington and Georgetown Railroad Company.	Tickets.....	20 00
July 17	Thomas Norfleet.....	Lap-covers, &c.....	29 50
July 17	H. Hoffa.....	Clock.....	8 00
July 19	Charles F. Moore.....	Camphor, &c.....	11 75
July 21	City post-office.....	Stamps.....	10 00
July 29	Smith, Young & Co.....	Maritime Register.....	7 50
July 30	Oscar L. Berger.....	Winding, &c., clocks.....	12 00
July 31	William Callow.....	Newspapers.....	7 60
July 31	C. Graham.....	Washing towels.....	20 00

Contingent expenses of War Department, &c.—Continued.

Date.	To whom paid.	On what account.	Amount.
1875.			
July 31	Thomas Irwin	Carriage and horses.....	\$155 00
Aug. 5	Joseph N. Wright.....	Soap.....	11 31
Aug. 7	Daniel Leonard.....	Carpenter's work.....	17 00
Aug. 10	W. C. & F. P. Church.....	Army and Navy Journal.....	6 00
Aug. 11	Great Falls Ice Company.....	Ice.....	83 92
Aug. 14	Mohun Bros.....	Stationery.....	558 33
Aug. 17	Washington and Georgetown Railroad Company.....	Tickets.....	20 00
Aug. 25	Metropolitan Railroad Company.....	do.....	20 00
Aug. 25	City post-office.....	Stamps.....	5 00
Aug. 31	Thomas Irwin.....	Carriage and horses.....	155 00
Aug. 31	C. Graham.....	Washing towels.....	20 00
Sept. 2	J. W. Boteler & Bro.....	Feather dusters, &c.....	105 00
Sept. 4	William Callow.....	Newspapers.....	7 60
Sept. 6	Great Falls Ice Company.....	Ice.....	83 65
Sept. 20	Washington and Georgetown Railroad Company.....	Tickets.....	20 00
Sept. 20	E. H. O'Loughlin.....	Newspapers.....	6 50
Sept. 28	F. Schneider & Son.....	Tools, &c.....	29 75
Sept. 30	Thomas Irwin.....	Carriage and horses.....	150 00
Sept. 30	Daniel Leonard.....	Carpenter's work.....	61 50
Sept. 30	John F. Livingston.....	Newspapers.....	1 32
Sept. 30	City post-office.....	Stamps.....	10 00
Sept. 30	C. Graham.....	Washing towels.....	20 00
Sept. 30	William Callow.....	Newspapers.....	7 60
Sept. 30	Great Falls Ice Company.....	Ice.....	81 26
Sept. 30	Mohun Bros.....	Stationery.....	367 16
Sept. 30	F. Lemmer.....	Repairing locks, &c.....	16 50
Sept. 30	O. L. Berger.....	Winding, &c., clocks.....	12 00
Oct. 8	Metropolitan Railroad Company.....	Tickets.....	20 00
Oct. 13	Charles F. Moore.....	Sundries.....	4 65
Oct. 16	G. W. Pach.....	Album.....	65 00
Oct. 18	Washington and Georgetown Railroad Company.....	Tickets.....	20 00
Oct. 30	Mohun Bros.....	Stationery.....	286 50
Oct. 30	C. Graham.....	Washing towels.....	15 00
Oct. 30	Thomas Irwin.....	Carriage and horses.....	155 90
Nov. 2	Thomas Norleet.....	Repairing harness.....	60 75
Nov. 4	Great Falls Ice Company.....	Ice.....	36 88
Nov. 4	City post-office.....	Stamps.....	9 62
Nov. 6	D. Van Nostrand.....	Magazine.....	5 00
Nov. 8	Washington and Georgetown Railroad Company.....	Tickets.....	20 00
Nov. 15	H. Semken.....	Ice-pitcher.....	17 00
Nov. 18	J. N. Wright.....	Soap.....	11 30
Nov. 22	Metropolitan Railroad Company.....	Tickets.....	20 00
Nov. 23	Burlington Daily Hawkeye.....	Subscription to paper.....	9 80
Nov. 27	Clinton Daily Herald.....	do.....	8 00
Nov. 27	A. C. Swalm.....	Newspapers.....	2 20
Nov. 27	City post-office.....	Stamps.....	10 00
Nov. 29	J. W. Boteler & Bro.....	Feather dusters, &c.....	52 50
Nov. 30	C. Graham.....	Washing towels.....	15 00
Nov. 30	Thomas Irwin.....	Carriage and horses.....	150 00
Dec. 1	Thomas W. Clagett.....	Newspapers.....	16 50
Dec. 1	Washington and Georgetown Railroad Company.....	Tickets.....	20 00
Dec. 2	William Callow.....	Newspapers.....	15 20
Dec. 3	Great Falls Ice Company.....	Ice.....	37 45
Dec. 8	George D. Perkins.....	Newspapers.....	10 00
Dec. 8	Ayres & McClelland.....	do.....	2 00
Dec. 9	Mohun Bros.....	Stationery.....	526 45
Dec. 10	W. H. Hoxie.....	Newspapers.....	2 10

Contingent expenses of War Department, &c.—Continued.

Date.	To whom paid.	On what account.	Amount.
1875.			
Dec. 13	City post-office	Wrappers	\$16 60
Dec. 15	do	Stamps	15 00
Dec. 21	Washington and Georgetown Railroad Company.	Tickets	20 00
Dec. 21	Columbia Railroad Company	do	4 00
Dec. 21	James Kelly	Ventilators	5 75
Dec. 22	F. Lemmer	Repairing locks, &c.	23 75
Dec. 23	E. A. Hutchins, agent	Books	60 00
Dec. 24	Louis Koerth	Hauling ashes	49 18
Dec. 30	G. M. Wight	Furniture	56 00
Dec. 31	Thomas Irwin	Carriage and horses	155 00
Dec. 31	C. Graham	Washing towels	15 00
Dec. 31	Metropolitan Railroad Company.	Tickets	20 00
Dec. 31	M. R. Thorp	Laborers	6 00
Dec. 31	C. F. Moore	Soap	10 50
Dec. 31	Great Falls Ice Company	Ice	22 85
Dec. 31	J. L. Harmon	Newspapers	3 30
Dec. 31	Daniel Leonard	Book-case	94 36
Dec. 31	F. Schneider & Son	Hardware	10 60
Dec. 31	City post-office	Stamps	6 00
Dec. 31	Thomas Norfleet	Repairing harness, &c.	36 50
Dec. 31	O. L. Berger	Winding clocks	14 00
Dec. 31	J. F. Livingston	Newspapers	1 32
Dec. 31	J. W. Boteler & Bro.	Soap	42 50
Dec. 31	Mohun Bros	Stationery	772 85
Dec. 31	William Callow	Newspapers	7 60
1876.			
Jan. 5	Francis Lamb	Picture-frames	242 75
Jan. 6	New York Maritime Register ..	Subscription to Register ..	7 50
Jan. 6	Thonot Bros	Furniture, &c	335 70
Jan. 7	Baltimore and Potomac Railroad Company.	Freight	5 62
Jan. 12	Washington and Georgetown Railroad Company.	Tickets	20 00
Jan. 12	W. H. Boyd	Directories	40 00
Jan. 13	New England Historical and General Society.	Subscription to Journal ..	3 00
Jan. 22	James Kelly	Repairing registers	5 00
Jan. 29	Leonard Scott Publishing Company.	Subscription to magazine ..	4 00
Jan. 31	Thomas Irwin	Carriage and horses	155 00
Jan. 31	C. Graham	Washing towels	15 00
Feb. 1	G. M. Wight	Furniture	166 00
Feb. 3	Washington and Georgetown Railroad Company.	Tickets	20 00
Feb. 3	Great Falls Ice Company	Ice	14 80
Feb. 7	C. H. Carrington	Newspaper	1 00
Feb. 7	Metropolitan Railroad Company.	Tickets	20 00
Feb. 8	Mohun Bros	Stationery	756 20
Feb. 8	Willis Collins	Washing windows, &c	5 00
Feb. 9	City post-office	Stamps	15 00
Feb. 9	H. Neubeck	Repairing locks	3 00
Feb. 9	George M. Israel	Matches and safes	7 25
Feb. 11	William Callow	Newspapers	11 85
Feb. 12	Baltimore and Potomac Railroad Company.	Freight	83
Feb. 16	Little, Brown & Co.	Indexes	6 00
Feb. 25	Washington and Georgetown Railroad Company.	Tickets	20 00
Feb. 29	Thomas Irwin	Carriage and horses	145 00
Feb. 29	C. Graham	Washing towels	15 00
Feb. 29	Daniel Leonard	Carpenter's work	59 00

Contingent expenses of War Department, &c.—Continued.

Date.	To whom paid.	On what account.	Amount.
1876.			
March 1	H. Hoffa.....	Clock.....	\$19 00
March 1	H. Semken.....	Repairing clocks.....	28 00
March 3	Great Falls Ice Company.....	Ice.....	19 20
March 6	William Callow.....	Newspapers.....	11 85
March 7	F. Schneider & Son.....	Hardware.....	14 08
March 7	Metropolitan Railroad Company.....	Tickets.....	20 00
March 8	Mohun Bros.....	Stationery.....	855 82
March 13	W. C. & F. P. Church.....	Army and Navy Journal.....	6 00
March 15	J. W. Boteler & Bro.....	Feather dusters.....	83 50
March 20	Washington and Georgetown Railroad Company.....	Tickets.....	20 00
March 22	Cincinnati Gazette Company.....	Newspaper.....	12 00
March 22	M. Halstead & Co.....	do.....	14 00
March 22	Enquirer Company.....	do.....	14 00
March 24	The Star Publishing Company.....	do.....	6 00
March 24	Cincinnati Times Company.....	do.....	8 00
March 24	Thomas Norfleet.....	Repairing harness.....	25 50
March 27	C. S. Burnett.....	Newspaper.....	2 50
March 30	C. F. Moore.....	Soap.....	13 50
March 31	Metropolitan Railroad Company.....	Tickets.....	20 00
March 31	Thomas Irwin.....	Carriage and horses.....	155 00
March 31	C. Graham.....	Washing towels.....	15 00
March 31	L. Koerth.....	Express, &c.....	17 18
March 31	Daniel Leonard.....	Carpenter's work.....	30 50
March 31	O. L. Berger.....	Winding clocks.....	12 00
March 31	Great Falls Ice Company.....	Ice.....	22 60
March 31	J. N. Wright.....	Soap.....	10 68
March 31	Mohun Bros.....	Stationery.....	376 85
April 3	Littell & Gay.....	Magazine.....	8 00
April 8	William Callow.....	Newspapers.....	13 65
April 19	Washington and Georgetown Railroad Company.....	Tickets.....	20 00
April 12	Financier Association.....	Magazine.....	5 00
April 20	Chronicle Publishing Company.....	Newspapers.....	10 00
April 29	C. Graham.....	Washing towels.....	15 00
May 1	Great Falls Ice Company.....	Ice.....	25 80
May 3	City post-office.....	Stamps.....	10 00
May 4	Washington and Georgetown Railroad Company.....	Tickets.....	20 00
May 4	William Callow.....	Newspapers.....	15 50
May 5	S. E. Thomason.....	Office files.....	1 00
May 5	Mohun Bros.....	Stationery.....	621 60
May 8	Metropolitan Railroad Company.....	Tickets.....	10 00
May 17	H. Jacobs.....	Pens.....	15 00
May 23	Metropolitan Railroad Company.....	Tickets.....	20 00
May 24	Louis Koerth.....	Hauling ashes, &c.....	47 25
May 25	Washington and Georgetown Railroad Company.....	Tickets.....	20 00
May 31	C. Graham.....	Washing towels.....	15 00
June 2	National Republican.....	Subscription to paper.....	8 00
June 2	Great Falls Ice Company.....	Ice.....	33 15
June 5	William Callow.....	Newspapers.....	15 68
June 6	City post-office.....	Stamps.....	10 00
June 7	Alex. Anderson.....	Scrubbing, &c.....	2 00
June 9	J. W. Boteler & Bro.....	Feather dusters, &c.....	78 25
June 12	Mohun Bros.....	Stationery.....	449 90
June 15	Washington and Georgetown Railroad Company.....	Tickets.....	10 00
June 21	Louis Koerth.....	Cleaning out rubbish.....	34 13
June 24	Washington and Georgetown Railroad Company.....	Tickets.....	5 00
June 28	H. L. Pelouze & Son.....	Press-rollers.....	4 00

Contingent expenses of War Department, &c.—Continued.

Date.	To whom paid.	On what account.	Amount.
1876.			
June 29	Charles F. Moore	Carbolic powder.....	\$36 70
June 30	William Callow	Newspapers	15 15
June 30	J. L. Harmon	do	3 30
June 30	F. Lemmer	Repairing locks.....	16 75
June 30	F. Schneider & Son	Hardware	33 05
June 30	O. L. Berger	Winding clocks	16 00
June 30	C. Graham	Washing towels	15 00
June 30	Mohun Bros	Stationery.....	153 33
	Total		12,000 00

Amount appropriated \$12,000 00
Amount expended 12,000 00

WAR DEPARTMENT BUILDING.

Date.	To whom paid.	On what account.	Amount.
1875.			
July 3	Louis Koerth	Hauling ashes	\$7 50
July 3	Daniel Leonard	Carpenter's work	101 80
July 3	Louis Koerth	Shaking carpets	70 00
July 8	G. M. Schaeffer	Papering walls, &c.....	111 50
July 12	James Kelly	Zinc for stairs.....	25 00
July 12	William S. Mitchell	Matting, &c.....	38 33
July 23	James Kelly	Roofing, &c.....	72 75
July 31	George W. Chamberlen	Painting, &c.....	275 65
July 31	Charles E. Lynch	Laborer	30 00
Aug. 6	Washington Gas Company	Gas	29 00
Aug. 7	Daniel Leonard	Carpenter's work	24 25
Aug. 11	M. R. Thorp	Putting in coal	23 00
Aug. 14	George W. Chamberlen	Painting	138 25
Aug. 17	Benjamin Fleet	Sawing wood	13 50
Aug. 21	A. R. Shepherd & Co.	Plumbing	83 37
Aug. 31	Charles E. Lynch	Laborer	30 00
Sept. 2	Daniel Leonard	Carpenter's work.....	16 00
Sept. 3	Solomon Stover	Wood and coal	1,034 00
Sept. 6	Washington Gas Company	Gas	34 00
Sept. 22	Solomon Stover	Wood	90 00
Sept. 24	James Kelly	Repairing furnace-pipes.....	20 00
Sept. 27	F. Johnson	Sawing wood	20 00
Sept. 27	John A. Baker	Repairing lawn-mower.....	5 90
Sept. 30	Thomas Smallwood	Cleaning windows	6 25
Sept. 30	Joseph Collins	Laborer	7 50
Sept. 30	Charles E. Lynch	Laborer	30 00
Sept. 30	Daniel Leonard	Carpenter's work.....	29 90
Sept. 30	Washington Gas Company	Gas	33 25
Oct. 6	James Kelly	Repairing gas-pipes	35 00
Oct. 12	Charles Edmonston	Repairing screen	20 00
Oct. 30	Daniel Leonard	Carpenter's work.....	64 25
Oct. 30	Charles E. Lynch	Laborer	30 00
Nov. 4	George W. Chamberlen	Painting, &c.....	109 70
Nov. 5	Washington Gas Company	Gas	55 00
Nov. 8	John A. Baker	Repairing lawn-mower.....	6 25
Nov. 20	Alexander R. Shepherd & Co.....	Plumbing	52 72
Nov. 24	William S. Mitchell	Carpets	1,188 19
Nov. 30	Charles E. Lynch	Laborer	30 00
Nov. 30	Daniel Leonard	Weather-stripping	61 08

Contingent expenses of War Department, &c.—Continued.

Date.	To whom paid.	On what account.	Amount.
1875.			
Dec. 4	James Kelly	Repairing heaters	\$9 00
Dec. 7	Washington Gas Company	Gas	70 25
Dec. 21	J. B. Greenwell	Repairing pump	2 50
Dec. 31	Charles E. Lynch	Laborer	30 00
Dec. 31	James Kelly	Laying zinc	8 00
Dec. 31	Washington Gas Company	Gas	73 00
1876.			
Jan. 17	G. M. Schaefer	Papering, &c	457 29
Jan. 22	Willis Collins	Washing windows	8 50
Jan. 24	Coy Lewis	Sawing wood	10 00
Jan. 29	Alexander R. Shepherd & Co.	Plumbing	56 33
Jan. 31	Charles E. Lynch	Laborer	30 00
Feb. 1	Daniel Leonard	Carpenter's work	36 00
Feb. 4	M. R. Thorp	Removing snow	20 54
Feb. 5	Washington Gas Company	Gas	75 25
Feb. 16	William S. Mitchell	Carpets	216 08
Feb. 24	Charles G. Ball	Grates, &c	59 50
Feb. 26	Alexander R. Shepherd & Co.	Repairing, &c., sewer	45 00
Feb. 29	Charles E. Lynch	Laborer	30 00
March 7	Washington Gas Company	Gas	66 25
March 25	Solomon Stover	Wood and coal	119 25
March 28	Louis Koerth	Hauling ashes	39 00
March 29	G. M. Schaefer	Upholstering, &c	219 50
March 31	Charles E. Lynch	Laborer	30 00
March 31	Washington Gas Company	Gas	68 00
March 31	F. Lemmer	Repairing locks, &c	14 75
April 12	Willis Collins	Washing windows	10 50
April 13	M. R. Thorp	Labor, &c	12 29
April 18	G. M. Schaefer	Papering, &c	151 00
April 24	American Tea Company	Salt	1 50
April 29	Charles E. Lynch	Laborer	30 00
April 29	Thomas Irwin	Carriage and horses	75 00
April 29	G. W. Chamberlen	Painting, &c	204 70
May 1	Daniel Leonard	Carpenter's work	41 50
May 5	H. Neubeck	Repairing locks	1 75
May 8	Washington Gas Company	Gas	60 50
May 13	John A. Baker	Repairing lawn-mower	6 00
May 13	Alexander R. Shepherd & Co.	Plumbing	25 30
May 23	M. R. Thorp	Whitewashing, &c	30 00
May 24	Louis Koerth	Taking up carpets	69 00
May 31	Charles E. Lynch	Laborer	30 00
May 31	Thomas Irwin	Carriage and horses	80 00
May 31	Daniel Leonard	Carpenter's work	59 50
June 1	James Kelly	Laying zinc on stairs	7 75
June 6	Washington Gas Company	Gas	44 33
June 12	J. F. Sauner	Carpenter's work	34 15
June 13	G. M. Wight	Furniture, desks, &c	390 75
June 13	James Kelly	Repairing roof	6 00
June 19	G. M. Schaefer	Papering, &c	261 10
June 19	G. W. Chamberlen	Glazing, &c	179 15
June 20	James Kelly	Repairing roof, &c	18 75
June 20	G. M. Wight	Repairing furniture	61 00
June 30	Charles E. Lynch	Laborer	30 00
June 30	Washington Gas Company	Gas	32 85
June 30	Willis Collins	Scrubbing, &c	79 50
June 30	William S. Mitchell	Matting, &c	114 25
	Total		8,000 00

Amount appropriated \$8,000 00
Amount expended 8,000 00

Contingent expenses of War Department, &c.—Continued.

OFFICE OF THE ADJUTANT-GENERAL.

Date.	To whom paid.	On what account.	Amount.
1875.			
July 3	Marshall Thompson.....	Cleaning, &c.....	\$3 00
July 7	John C. Hesse.....	Moving.....	16 40
July 8	Marshall Thompson.....	Cleaning, &c.....	15 00
July 12	Joseph Collins.....	Shaking carpet.....	1 50
July 14	do.....	Cleaning windows.....	2 00
July 20	John C. Hogan.....	Awnings.....	138 55
July 21	P. H. Weber.....	Car-tickets.....	20 00
July 22	R. B. Mohun & Co.....	Stationery.....	138 05
July 22	Mary French.....	Washing towels.....	35 05
July 22	William S. Mitchell.....	Matting, &c.....	91 47
July 22	M. G. Copeland.....	Awnings.....	57 40
July 23	Riggles & Gadsby.....	Soap, &c.....	31 75
July 23	J. W. Boteler & Bro.....	Feather dusters.....	21 00
July 23	F. A. Conrad.....	Repairing furniture.....	15 50
July 28	William H. Dunn.....	Office furniture.....	65 00
July 30	O. L. Berger.....	Repairing clock.....	2 50
July 31	John C. Hesse.....	Moving.....	13 00
July 31	Mary French.....	Washing towels.....	30 94
Aug. 2	E. Morrison.....	Paper.....	52 50
Aug. 5	Kennebec and Potomac Ice Com- pany.	Ice.....	106 41
Aug. 5	Mohun Bros.....	Stationery.....	589 75
Aug. 6	Washington Gas Company.....	Gas.....	5 25
Aug. 10	F. A. Fill & Co.....	Stationery.....	3 00
Aug. 31	Mary French.....	Washing towels.....	37 57
Aug. 31	Kennebec and Potomac Ice Com- pany.	Ice.....	52 00
Sept. 4	Edwin Hamilton.....	Removing rubbish.....	1 25
Sept. 6	Washington Gas Company.....	Gas.....	2 50
Sept. 7	Mohun Bros.....	Stationery.....	473 65
Sept. 7	Robert Green.....	Hauling, &c.....	10 00
Sept. 14	Adams Express Company.....	Freight.....	2 25
Sept. 14	J. W. Boteler & Bro.....	Soap, &c.....	46 75
Sept. 30	Mary French.....	Washing towels.....	30 69
Sept. 30	Kennebec and Potomac Ice Com- pany.	Ice.....	66 53
Sept. 30	Kennebec and Potomac Ice Com- pany.	Ice.....	52 30
Sept. 30	Mohun Bros.....	Stationery.....	270 15
Sept. 30	Hall & Hume.....	Soap and candles.....	10 60
Oct. 5	Ida Lane.....	Washing towels.....	6 00
Oct. 13	F. A. Fill & Co.....	Newspapers.....	4 50
Oct. 16	P. H. Weber.....	Car-tickets.....	20 00
Oct. 16	John C. Hogan.....	Awnings.....	24 85
Oct. 22	Anthony Banks.....	Sweeping chimneys.....	15 80
Oct. 23	Henry Neubeck.....	Repairing bell-pull.....	2 50
Oct. 23	W. M. Davis.....	Towels.....	29 60
Oct. 30	Henry Coldwell.....	Storing wood and coal.....	3 60
Oct. 30	F. A. Conrad.....	Repairing furniture.....	23 75
Oct. 30	Mohun Bros.....	Stationery.....	255 30
Nov. 1	Mary French.....	Washing towels.....	29 49
Nov. 4	James Talty.....	Plumbing, &c.....	9 00
Nov. 4	G. M. Wight.....	Repairing furniture.....	25 75
Nov. 5	Kennebec Ice Company.....	Ice.....	34 08
Nov. 5	Ida Lane.....	Washing towels.....	6 00
Nov. 5	Washington Gas Company.....	Gas.....	11 00
Nov. 6	Dickson & King.....	Wood.....	10 75
Nov. 24	William S. Mitchell.....	Shades, &c.....	31 40
Nov. 27	J. S. Swormstedt.....	Wool dusters.....	9 25
Nov. 27	Mohun Bros.....	Stationery.....	277 65

Contingent expenses of War Department, &c.—Continued.

Date.	To whom paid.	On what account.	Amount.
1875.			
Dec. 1	Mary French.....	Washing towels.....	\$39 70
Dec. 1	M. G. Copeland.....	Storing awnings.....	1 40
Dec. 7	Ida Lane.....	Washing towels.....	6 50
Dec. 7	Washington Gas Company.....	Gas.....	8 75
Dec. 10	Kennebec Ice Company.....	Ice.....	32 12
Dec. 11	Marshall Thompson.....	Labor.....	10 00
Dec. 11	William W. Farr.....	Repairing clock.....	3 00
Dec. 13	Adams Express Company.....	Freight.....	4 00
Dec. 16	Mohun Bros.....	Stationery.....	449 60
Dec. 21	P. H. Weber.....	Car-tickets.....	20 00
Dec. 31	G. M. Wight.....	Furniture.....	42 50
Dec. 31	Mary French.....	Washing towels.....	34 77
Dec. 31	F. A. Fill & Co.....	Newspapers.....	5 25
Dec. 31	Ida Lane.....	Washing towels.....	5 50
Dec. 31	William S. Mitchell.....	Oil-cloth, &c.....	24 00
Dec. 31	Mohun Bros.....	Stationery.....	619 75
Dec. 31	Kennebec Ice Company.....	Ice.....	22 25
Dec. 31	Washington Gas Company.....	Gas.....	20 50
1876.			
Jan. 11	Webb & Beveridge.....	Feather dusters.....	49 50
Jan. 11	W. H. Boyd.....	Directories, (city).....	15 00
Jan. 13	C. Weber.....	Leather straps.....	12 00
Jan. 18	F. Lemmer.....	Repairing lock, &c.....	1 25
Jan. 25	George W. Chamberlen.....	Painting.....	35 75
Jan. 26	H. Baumgarten.....	Dies, ribbons, &c.....	9 00
Jan. 31	Mary French.....	Washing towels.....	43 01
Feb. 4	M. McCormick.....	Removing snow.....	5 00
Feb. 5	Washington Gas Company.....	Gas.....	20 25
Feb. 8	Mohun Bros.....	Stationery.....	414 20
Feb. 15	George W. Smith.....	Removing ashes.....	6 00
Feb. 18	Hall & Hume.....	Soap.....	7 00
Feb. 29	Mary French.....	Washing towels.....	37 50
March 4	P. H. Weber.....	Car-tickets.....	20 00
March 7	Washington Gas Company.....	Gas.....	17 25
March 7	F. Schneider & Son.....	Hardware.....	3 60
March 8	Mohun Bros.....	Stationery.....	228 27
March 23	Adams Express Company.....	Freight.....	4 75
March 31	F. A. Fill & Co.....	Newspapers.....	5 25
March 31	Mohun Bros.....	Stationery.....	489 05
March 31	Mary French.....	Washing towels.....	37 81
March 31	James B. Dodson.....	Oil-cloth.....	2 67
March 31	Washington Gas Company.....	Gas.....	18 50
March 31	Adams Express Company.....	Freight.....	1 10
April 10	John H. Bell.....	Moving furniture.....	4 00
April 26	Jackson, Brother & Co.....	Soap.....	8 75
April 29	William W. Farr.....	Repairing clock.....	5 50
May 1	Mary French.....	Washing towels.....	37 11
May 1	James B. Dodson.....	Oil-cloth.....	2 67
May 3	City post-office.....	Stamps, &c.....	20 11
May 4	Mohun Bros.....	Stationery.....	411 90
May 4	Kennebec Ice Company.....	Ice.....	35 37
May 8	Washington Gas Company.....	Gas.....	15 50
May 12	E. Morrison.....	Paper.....	17 50
May 13	P. H. Weber.....	Car-tickets.....	20 00
May 31	Mary French.....	Washing towels.....	44 65
June 1	Wm. W. Farr.....	Repairing clock.....	3 00
June 2	National Republican.....	Subscription to paper.....	8 00
June 3	M. G. Copeland.....	Hanging awnings.....	9 10
June 5	Mohun Bros.....	Stationery.....	235 70
June 6	Washington Gas Company.....	Gas.....	7 65
June 7	Webb & Beveridge.....	Brooms, spittoons, &c.....	27 25
June 8	William W. Farr.....	Repairing clock.....	2 00

Contingent expenses of War Department, &c.—Continued.

Date.	To whom paid.	On what account.	Amount.
1876.			
June 13	Adams Express Company	Freight	\$0 75
June 15	L. C. Bishop	Soap, sponges, &c	23 33
June 17	F. A. Conrad	File-boards	34 25
June 19	M. G. Copeland	Awnings	12 00
June 20	Kennebec Ice Company	Ice	42 75
June 26	W. H. Dunn	Window-shades	4 00
June 27	John C. Hogan	Awnings	17 74
June 30	E. Morrison	Printing-paper	10 50
June 30	Mary French	Washing towels	36 57
June 30	Daniel Leonard	Carpenter's work	10 50
June 30	F. Lemmer	Repairing locks, &c	4 50
June 30	F. A. Fill & Co	Newspapers	5 25
June 30	G. W. Chamberlen	Glazing	4 75
June 30	Webb & Beveridge	Tumblers, &c	2 90
June 30	Washington Gas Company	Gas	5 85
June 30	John C. Hogan	Awnings	38 00
June 30	J. W. Boteler & Bro	Soap, &c	24 25
June 30	P. H. Weber	Car-tickets	3 63
June 30	Mohun Bros	Stationery	505 65
June 30	Mohun Bros .....	.....do	39 00
June 30	City post-office	Unpaid postage	6 59
June 30	Kennebec Ice Company	Ice	61 72
June 30	W. H. Dunn	Chair	11 75
	Total		8,000 00

Amount appropriated..... \$8,000 00
Amount expended..... 8,000 00

OFFICE OF THE QUARTERMASTER-GENERAL.

Date.	To whom paid.	On what account.	Amount.
1875.			
July 7	G. N. Rider	Book	\$72 00
July 9	B. W. Reed & Sons	Baskets	26 27
July 9	E. Q. Gunson & Co	Guide	5 00
July 9	H. N. Barlow	Picture-frames	11 00
July 10	William Smith	Wax seal	6 00
July 12	Benjamin Braxton	Whitewashing	22 50
July 12	William S. Mitchell	Matting, &c	140 25
July 13	William W. Farr	Repairing clock	2 50
July 16	L. J. Denham	Paint, &c	13 00
July 17	Washington and Georgetown Railroad Company	Tickets	10 00
July 21	John C. Hogan	Awnings	25 00
July 22	Hewett & Co	Repairing type-writer, &c	5 00
July 22	L. H. Schneider	Hand-saw, &c	6 60
July 24	Benjamin Braxton	Whitewashing	5 00
July 24	W. D. Glen	Clocks	33 25
Aug. 5	C. Burgess	Mail-bag	10 50
Aug. 5	H. Blan	Laying matting	7 41
Aug. 5	C. Graham	Washing towels	14 00
Aug. 6	Washington Gas Company	Gas	25 50
Aug. 7	Mohun Bros	Stationery	1,412 90
Aug. 11	Columbia Railroad Company	Tickets	5 00
Aug. 18	Luttrell & Wine	Towels	12 00
Aug. 19	W. C. & F. P. Church	Army and Navy Journal	6 00
Aug. 21	William Smith	Dating-stamp, &c	13 75

Contingent expenses of War Department, &c.—Continued.

Date.	To whom paid.	On what account.	Amount.
1875.			
Aug. 30	W. D. Glenn.....	Clock.....	\$17 50
Sept. 2	J. W. Boteler & Bro.....	Water-cooler, &c.....	80 50
Sept. 6	Washington Gas Company.....	Gas.....	29 50
Sept. 6	John C. Hogan.....	Repairing awnings.....	6 00
Sept. 7	C. Graham.....	Washing towels.....	14 00
Sept. 8	Lorenzo Rice.....	Cleaning carpet.....	14 10
Sept. 14	Mohun Bros.....	Stationery.....	186 55
Sept. 23	J. W. McKnight & Co.....	Furniture.....	245 50
Sept. 25	William Smith.....	Office stamp.....	26 25
Sept. 27	William W. Farr.....	Moving clocks, &c.....	15 50
Sept. 30	R. Hofer.....	Repairing locks.....	12 15
Sept. 30	J. W. McKnight & Co.....	Furniture.....	195 25
Sept. 30	S. J. Denham.....	Chamois-skins.....	9 90
Sept. 30	Washington Gas Company.....	Gas.....	26 50
Sept. 30	William S. Mitchell.....	Matting, &c.....	78 51
Sept. 30	Mohun Bros.....	Stationery.....	235 40
Sept. 30	Webb & Beveridge.....	Ice-pitchers.....	26 90
Sept. 30	H. N. Barlow.....	Picture-frame.....	4 50
Sept. 30	H. Blan.....	Putting down carpets.....	62 00
Oct. 6	Kennebec Ice Company.....	Ice.....	96 88
Oct. 12	C. Graham.....	Washing towels.....	14 00
Oct. 14	B. W. Reed & Sons.....	Baskets, &c.....	109 35
Oct. 16	G. N. Rider.....	Book.....	6 00
Oct. 20	B. Westermann & Co.....	Periodicals.....	8 50
Oct. 30	C. Graham.....	Washing towels.....	14 00
Nov. 3	Mohun Bros.....	Stationery.....	223 15
Nov. 4	W. B. Moses.....	Furniture.....	1, 148 25
Nov. 4	Luttrell & Wine.....	Towels.....	18 00
Nov. 8	J. W. Boteler & Bro.....	Water-cooler, &c.....	97 75
Nov. 22	Keuffel & Esser.....	Drawing-pens, &c.....	42 65
Nov. 24	Washington and Georgetown Railroad Company.....	Tickets.....	10 00
Nov. 24	H. N. Barlow.....	Frame and mat.....	4 25
Nov. 30	James L. Hewitt.....	Repairing type-writer.....	5 00
Dec. 2	Metropolitan Railroad Company.....	Tickets.....	5 00
Dec. 3	William S. Mitchell.....	Lining, &c.....	15 90
Dec. 4	Mohun Bros.....	Stationery.....	324 80
Dec. 4	C. Graham.....	Washing towels.....	14 00
Dec. 8	Franklin & Co.....	Thermometers.....	1 50
Dec. 17	D. Van Nostrand.....	Periodical.....	6 00
Dec. 29	J. L. Hewitt.....	Ribbon for type-writer.....	1 50
Dec. 31	G. N. Rider.....	Book.....	6 00
Dec. 31	R. Hofer.....	Repairing locks.....	19 50
Dec. 31	Franklin & Co.....	Microscope.....	1 25
Dec. 31	L. H. Schneider.....	Hardware.....	23 90
Dec. 31	J. W. Boteler & Bro.....	Ice-pitcher, &c.....	33 00
Dec. 31	C. Graham.....	Washing towels.....	14 00
Dec. 31	M. W. Galt, Bro. & Co.....	Clocks.....	100 00
Dec. 31	Mohun Bros.....	Stationery.....	330 85
1876.			
Jan. 5	Kennebec Ice Company.....	Ice.....	79 65
Jan. 6	H. Blan.....	Laying carpets, &c.....	24 00
Jan. 11	W. H. Boyd.....	City Directories.....	20 00
Jan. 15	Lorenzo Rice.....	Cleaning carpets.....	3 90
Jan. 20	W. S. Thompson.....	Camphor, &c.....	8 10
Jan. 20	B. W. Reed's Sons.....	Soap, &c.....	28 20
Jan. 27	Columbia Railroad Company.....	Tickets.....	5 00
Jan. 27	J. Karr.....	Repairing chronometer.....	16 00
Jan. 28	B. Westermann & Co.....	Journal.....	2 00
Feb. 5	C. Graham.....	Washing towels.....	14 60
Feb. 16	W. D. Glenn.....	Clock.....	15 75
Feb. 19	The Franklin Institute.....	Journal.....	5 00

CONTINGENT EXPENSES OF WAR DEPARTMENT.

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Contingent expenses of War Department, &c.—Continued.

Date.	To whom paid.	On what account.	Amount.
1876.			
Feb. 19	David Williams	Journal	\$4 50
Feb. 26	John C. Hogan	Repairing flag	4 50
March 3	George M. Israel	Matches	1 60
March 4	D. W. Beverage	Fire-fenders	27 00
March 4	C. Graham	Washing towels	14 00
March 7	H. N. Barlow	Picture-frame	5 00
March 18	Washington and Georgetown Railroad Company.	Tickets	10 00
March 23	J. W. McKnight & Co.	Window-shades	24 50
March 24	H. Baumgarten	Stamp-ribbons	4 50
March 31	J. Mounteney	Repairing roof, &c	10 00
March 31	H. N. Barlow	Picture-frames	8 50
March 31	B. W. Reed's Sons	Soap, sponges, &c	18 58
March 31	B. Westermann & Co.	Magazines	50 45
March 31	William Smith	Repairing stamp, &c	15 50
April 7	Kennebec Ice Company	Ice	78 65
April 8	C. Graham	Washing towels	14 00
April 22	New York Tribune Association	Newspaper	2 18
April 26	G. N. Rider	Book	6 00
May 4	Mohun Brothers	Stationery	149 00
May 4	Mohun Brothers .....	...do	44 20
May 5	S. E. Thompson	File-holders	3 00
May 6	C. Graham	Washing towels	20 00
May 10	City post-office	Postage	14 14
May 13	W. E. Spalding & Son	Graining	8 00
May 22	J. L. Hewitt	Repairing type-writer	5 50
June 2	H. Blan	Laying carpet	3 50
June 3	Susan Barnett	Scrubbing	75
June 5	Mrs. J. Machin .....	...do	1 50
June 5	E. Jones .....	...do	1 50
June 8	Commissioner of Patents	Official Gazette	3 00
June 9	Munn & Co.	Scientific American	65
June 9	Franklin & Co.	Thermometer	1 25
June 10	Mohun Bros	Stationery	192 70
June 13	C. Graham	Washing towels	20 00
June 28	Washington and Georgetown Railroad Company.	Tickets	5 00
June 30	C. Graham	Washing towels	20 00
June 30	W. S. Thompson	Carbolic acid, &c	8 00
June 30	William Smith	Repairing stamp	3 95
June 30	J. W. Boteler & Bro	Cuspadores	2 15
June 30	Mohun Bros	Stationery	11 14
June 30	Kennebec Ice Company	Ice	88 09
	Total		7,000 00

Amount appropriated \$7,000 00
Amount expended 7,000 00

BUREAU OF MILITARY JUSTICE.

Date.	To whom paid.	On what account.	Amount.
1875.			
July 22	John McDevitt	Book	\$7 50
Aug. 2	William W. Farr	Repairing clock	1 00
Aug. 16	J. S. Barnwell	Portraits	12 00
Aug. 16	J. C. Fry	United States History	3 50
Sept. 18	William Noell	Reparing window-blind	3 25

Contingent expenses of War Department, &c.—Continued.

Date.	To whom paid.	On what account.	Amount.
1875.			
Sept. 18	J. M. Judd.....	Book.....	\$4 75
Sept. 28	Western Union Telegraph Com- pany.....	Telegrams.....	2 52
Sept. 29	Frank Thomas.....	Putting down carpet.....	4 00
Sept. 30	Kennebec Ice Company.....	Ice.....	7 80
Oct. 5	James Watts.....	Washing towels.....	6 00
Nov. 3	James B. Dodson.....	Rugs.....	9 50
Nov. 4	G. M. Wight.....	Furniture.....	18 00
Nov. 29	Hy. B. Dawson.....	Magazine.....	27 50
Nov. 29	Western Union Telegraph Com- pany.....	Telegrams.....	2 50
Nov. 29	.....do.....	.....do.....	5 60
Dec. 3	M. Larner.....	Book.....	2 00
Dec. 10	James Watts.....	Washing towels.....	4 50
Dec. 13	W. C. & F. P. Church.....	Army and Navy Journal.....	6 00
Dec. 21	Western Union Telegraph Com- pany.....	Telegrams.....	2 76
Dec. 30	Goldstein & Co.....	Slop-bowl.....	7 00
Dec. 31	Kennebec Ice Co.....	Ice.....	7 80
1876.			
Jan. 10	H. Baumgarten.....	Stamps, dies, &c.....	14 00
Jan. 12	W. H. Boyd.....	City Directory.....	5 00
Jan. 12	James B. Dodson.....	Foot-mat.....	3 00
Feb. 1	G. M. Wight.....	Repairing furniture.....	9 50
Feb. 23	H. Kemp.....	United States History.....	3 00
March 4	James Watts.....	Washing towels.....	3 00
March 4	McGill & Witherow.....	Printing.....	12 00
March 31	Kennebec Ice Company.....	Ice.....	7 80
March 31	Mohun Bros.....	Stationery.....	125 20
April 13	M. Laura Larner.....	Book.....	8 00
May 15	W. H. & O. H. Morrison.....	Books.....	40 00
May 23	Thomas Washington.....	Cleaning carpets.....	5 00
June 1	C. C. Smith.....	Hand-stamp.....	3 00
June 2	James Watts.....	Washing towels.....	6 00
June 5	W. H. Harrover.....	Water-cooler.....	11 00
June 15	Hy. Kemp.....	United States History.....	2 00
June 16	W. H. & O. H. Morrison.....	Books.....	30 00
June 30	Mohun Bros.....	Stationery.....	55 85
June 30	Kennebec Ice Company.....	Ice.....	8 73
June 30	H. J. Hart.....	Roach poison.....	61
June 30	Western Union Telegraph Com- pany.....	Telegrams.....	1 83
	Total.....		500 00

Amount appropriated..... \$500 00
Amount expended..... 500 00

OFFICE OF THE SURGEON-GENERAL.

Date.	To whom paid.	On what account.	Amount.
1875.			
July 22	M. G. Copeland.....	Awnings.....	\$16 00
July 24	A. Banks.....	Sweeping chimneys.....	5 00
Aug. 6	Washington Gas Company.....	Gas.....	4 75
Aug. 7	Peter Vowell.....	Cleaning, &c.....	45 50
Aug. 20	Webb & Beveridge.....	Ice-pitcher, &c.....	15 75

Contingent expenses of War Department, &c.—Continued.

Date.	To whom paid.	On what account.	Amount.
1875.			
Aug. 26	Western Union Telegraph Company.	Telegrams	\$76 37
Sept. 1	John C. Ray	Shelves and cases	135 47
Sept. 1	M. G. Copeland	Awings	20 00
Sept. 6	H. O. Towles	Table	5 00
Sept. 6	Washington Gas Company	Gas	5 50
Sept. 18	Thomas Payne	Sawing wood, &c.	62 50
Sept. 20	T. A. Oiliffe	Storing coal	25 00
Sept. 22	John C. Ray	Altering cases	51 75
Sept. 25	Solomon Trover	Wood and coal	569 00
Sept. 28	Western Union Telegraph Company.	Telegrams	43 00
Sept. 30	Anthony Hyde, Attorney	Rent	800 00
Sept. 30	Washington Gas Company	Gas	6 75
Sept. 30	B. F. Morsell	Horse-feed	147 17
Sept. 30	William Hounschild	Laying matting	3 25
Sept. 30	Frank Lemmer	Repairing locks	3 00
Sept. 30	E. F. Simpson	Putting up stoves, &c.	54 05
Sept. 30	B. Koch	Repairing harness	37 85
Sept. 30	J. W. Boteler & Bro	Spittoons, &c	4 00
Sept. 30	George W. Chamberlen	Painting	18 50
Sept. 30	John F. Doran	Shoeing horses	14 50
Sept. 30	Great Falls Ice Company	Ice	182 65
Sept. 30	Andrew J. Joyce	Repairing wagon	7 00
Oct. 15	Webb & Beveridge	Spittoons	7 00
Oct. 16	William S. Mitchell	Oil-cloth, &c.	12 13
Oct. 25	Charles G. Ball	Repairing furnace	10 25
Oct. 27	Western Union Telegraph Company.	Telegrams	3 16
Nov. 3	John C. Ray	Carpenter's work	52 00
Nov. 5	Washington Gas Company	Gas	8 75
Nov. 5	F. Schneider & Son	Hardware	6 70
Nov. 20	John C. Ray	Repairs, &c	99 00
Nov. 29	Western Union Telegraph Company.	Telegrams	11 63
Nov. 30	Business Guide	Subscription	21 66
Dec. 1	E. G. Wheeler	Block and falls	4 50
Dec. 7	Washington Gas Company	Gas	8 50
Dec. 21	Western Union Telegraph Company.	Telegrams	6 20
Dec. 24	John C. Ray	Furniture	29 75
Dec. 31	Anthony Hyde, Attorney	Rent	800 00
1876.			
Jan. 11	Great Falls Ice Company	Ice	115 13
Jan. 11	W. H. Boyd	City Directories	50 00
Jan. 11	B. F. Morsell	Horse-feed	173 06
Jan. 11	Andrew J. Joyce	Repairing wagon	14 50
Jan. 11	James H. Collins	Washing towels	50 75
Jan. 11	Hy. Neubeck	Repairing, &c., shears	1 50
Jan. 11	B. Koch	Repairing harness	10 45
Jan. 11	F. Lemmer	Repairing locks	14 50
Jan. 11	J. W. Jennings	Cleaning floors	26 00
Jan. 12	E. F. Simpson	Hardware	26 95
Jan. 12	John F. Doran	Shoeing horses	14 63
Jan. 13	Mohun Bros	Stationery	33 00
Jan. 14	Chronicle Publishing Company	Subscription	4 00
Jan. 14	do	do	1 20
Jan. 20	Washington Gas Company	Gas	10 50
Jan. 20	F. Schneider & Son	Hardware	19 63
Jan. 20	G. W. Chamberlen	Glazing	10 00
Jan. 25	Western Union Telegraph Company.	Telegrams	3 01
Feb. 5	Washington Gas Company	Gas	8 75

Contingent expenses of War Department, &c.—Continued.

Date.	To whom paid.	On what account.	Amount.
1876.			
Feb. 7	W. S. Mitchell	Oil-cloth	\$2 00
Feb. 12	Edward Flaherty	Repairing stove	19 00
March 7	Washington Gas Company	Gas	8 75
March 24	Western Union Telegraph Com- pany.	Telegrams	2 00
March 31	Anthony Hyde, attorney	Rent	800 00
March 31	T. B. Bishop	Veterinary surgeon	26 00
March 31	B. F. Morsell	Horse-feed	125 58
March 31	Washington Gas Company	Gas	7 75
March 31	Great Falls Ice Company	Ice	93 12
March 31	E. F. Simpson	Repairing stoves	9 50
March 31	F. Lemmer	Repairing locks	4 75
March 31	George W. Chamberlen	Glazing, &c	12 00
March 31	John F. Doran	Shoeing horses	16 75
March 31	B. Koch	Repairing harness	7 40
March 31	F. Schneider & Son	Hardware	6 99
April 17	John C. Ray	Repairing chairs	7 10
April 22	Western Union Telegraph Com- pany.	Telegrams	3 80
May 8	Washington Gas Company	Gas	6 25
May 8	John C. Ray	Repairing stable	26 75
May 11	David Crowley	Repairing flag-halyard	3 00
May 18	John Lockie	Directory	15 00
May 25	Western Union Telegraph Com- pany.	Telegrams	2 57
June 3	The National Republican	Subscription	8 00
June 3	Benjamin Taylor	Whitewashing	107 00
June 3	John C. Ray	Repairing stable	49 75
June 6	Washington Gas Company	Gas	4 95
June 13	A. Banks	Sweeping chimneys	8 40
June 27	Peter Vouell	Serubbing, &c	56 00
June 30	American District Tele graph Company.	Rent of instrument	50 00
June 30	Anthony Hyde, attorney	Rent	800 00
June 30	James H. Collins	Washing towels	53 75
June 30	B. Koch	Repairing harness	4 75
June 30	B. F. Morsell	Horse-feed	65 68
June 30	Hooe, Bros. & Company	Matting, &c	124 75
June 30	M. G. Copeland	Awnings	21 75
June 30	John F. Doran	Shoeing horses	14 75
June 30	Great Falls Ice Company	Ice	130 20
June 30	Andrew J. Joyce	Repairing wagon	9 00
June 30	G. W. Chamberlen	Glazing	6 45
June 30	F. Lemmer	Repairing locks	1 75
June 30	W. S. Mitchell	Towels, &c	16 17
June 30	F. Schneider & Son	Hardware	25 50
June 30	Charles Harling	Tickets (car)	16 27
June 30	Webb & Beveridge	Goblets	5 00
June 30	John C. Ray	File-boards	45 00
June 30	Washington Gas Company	Gas	4 50
June 30	Mohun Bros	Stationery	30 00
June 30	G. M. Wright	Furniture	60 50
June 30	W. S. Thompson	Soap	20 00
June 30	Western Union Telegraph Com- pany.	Telegrams	22 90
	Total		7, 000 00

Amount appropriated \$7, 000 00
Amount expended 7, 000 00

Contingent expenses of War Department, &c.—Continued.

OFFICE OF THE PAYMASTER-GENERAL.

Date.	To whom paid.	On what account.	Amount.
1875.			
July 16	John Lockie	Directory	\$5 00
July 16	G. N. Rider	Book	6 00
July 19	Andrew J. Joyce	Mail-wagon	400 00
July 29	Mohun Bros	Stationery	443 45
July 31	Thomas Williams	File-boards, &c	97 50
Aug. 9	T. T. Lane	Rent of stable	30 00
Aug. 26	Western Union Telegraph Com- pany.	Telegrams	74 68
Sept. 3	T. T. Lane	Rent of stable	25 00
Sept. 23	G. N. Rider	Book	6 00
Sept. 28	Western Union Telegraph Com- pany.	Telegrams	43 51
Sept. 30	R. M. Aldred	Washing towels	25 00
Sept. 30	T. T. Lane	Rent of stable	25 00
Sept. 30	Mohun Bros	Stationery	291 20
Oct. 12	Andrew J. Joyce	Repairing carriage	61 50
Oct. 13	J. S. Topham & Co	Horse-covers, &c	58 50
Oct. 16	H. L. Pelouze & Co	Printing-materials	19 65
Oct. 18	Atlantic, Pacific, and Franklin Telegraph Company.	Telegrams	11 21
Oct. 27	Western Union Telegraph Com- pany.	.....do	15 62
Nov. 3	T. T. Lane	Rent of stable	25 00
Nov. 4	Mohun Bros	Stationery	174 45
Nov. 6	John Tynan	Horse-feed	38 38
Nov. 18	Atlantic & Pacific Telegraph Company.	Telegrams	1 44
Nov. 29	Western Union Telegraph Com- pany.	.....do	10 32
Nov. 29	H. L. Pelouze & Co	Printing-materials	88 56
Dec. 2	T. T. Lane	Rent of stables	25 00
Dec. 3	R. McMurray	Document-straps	29 25
Dec. 7	A. H. Whiting	Newspapers	6 50
Dec. 21	Western Union Telegraph Com- pany.	Telegrams	6 93
Dec. 31	R. M. Aldred	Washing towels	25 00
Dec. 31	T. T. Lane	Rent of stable	25 00
Dec. 31	Mohun Bros	Stationery	504 80
1876.			
Jan. 11	W. H. Boyd	Directories (city)	15 00
Jan. 12	G. N. Rider	Book	6 00
Jan. 25	Western Union Telegraph Com- pany.	Telegrams	8 71
Feb. 8	T. T. Lane	Rent of stable	25 00
Feb. 25	Western Union Telegraph Com- pany.	Telegrams	19 55
March 1	T. T. Lane	Rent of stable	25 00
March 6	R. McMurray	Whip, &c	5 50
March 8	Mohun Bros	Stationery	202 02
March 31	John Tynan	Horse-feed	86 50
March 31	R. M. Aldred	Washing towels	25 00
March 31	T. T. Lane	Rent of stable	25 00
March 31	Mohun Bros	Stationery	72 50
April 5	William S. Mitchell	Chairs, &c	41 00
April 6	Edward Murtz	Book	8 00
April 21	G. N. Rider .....	.....do	6 00
April 22	Western Union Telegraph Com- pany.	Telegrams	20 68
May 4	Mohun Bros	Stationery	134 95
May 5	T. T. Lane	Rent of stable	25 00
May 25	Western Union Telegraph Com- pany.	Telegrams	44 62
May 31	T. T. Lane	Rent of stable	25 00

Contingent expenses of War Department, &c.—Continued.

Date.	To whom paid.	On what account.	Amount.
1876.			
June 25	Mohun Bros	Stationery	\$257 25
June 26	Western Union Telegraph Company.	Telegrams	31 03
June 27	Andrew J. Joyce	Repairing wagon	27 10
June 30	T. T. Lane	Rent of stable	25 00
June 30	John Tynan	Horse feed	93 08
June 30	R. M. Aldred	Washing towels	25 00
June 30	Franklin Telegraph Company	Telegrams	12 32
June 30	do	do	9 35
June 30	Mohun Bros	Stationery	39 50
June 30	H. L. Pelouze & Son	Printing materials	6 00
June 30	G. N. Rider	Book	6 00
June 30	Western Union Telegraph Company.	Telegrams	7 18
June 30	Mohun Bros	Stationery	40 71
	Total		4,000 00

Amount appropriated..... \$4,000 00
Amount expended..... 4,000 00

OFFICE CHIEF OF ORDNANCE.

Date.	To whom paid.	On what account.	Amount.
1875.			
Aug. 13	Mohun Bros	Stationery	\$144 75
Aug. 24	F. A. Fill & Co.	Newspapers	40 00
Sept. 8	Mohun Bros	Stationery	231 75
Sept. 30	N. Mullikin	Washing towels	18 00
Sept. 30	Kennebec Ice Company	Ice	19 43
Sept. 30	Mohun Bros	Stationery	93 15
Oct. 22	W. C. & F. P. Church	Subscription to Journal	6 00
Nov. 3	Mohun Bros	Stationery	103 05
Nov. 19	D. Van Nostrand	Magazine	5 00
Nov. 24	William S. Mitchell	Cleaning carpets	45 00
Dec. 4	Mohun Bros	Stationery	151 00
Dec. 13	Adams Express Company	Freight	6 55
Dec. 31	Mohun Bros	Stationery	30 70
1876.			
Jan. 3	N. Mullikin	Washing towels	18 00
Jan. 7	Kennebec Ice Company	Ice	13 87
Jan. 7	D. Van Nostrand	Book	6 00
Feb. 8	Mohun Bros	Stationery	92 25
March 8	do	do	62 85
March 31	N. Mullikin	Washing towels	18 00
March 31	Mohun Bros	Stationery	125 75
April 7	Kennebec Ice Company	Ice	10 31
April 12	M. Laura Larnier	Book	7 00
May 5	Mohun Bros	Stationery	329 75
June 30	N. Mullikin	Washing towels	18 00
June 30	John J. Cook	Salt-sacks	50
June 30	William S. Mitchell	Cleaning carpets	17 60
June 30	G. M. Wight	Rubber chair-buttons	4 00
June 30	Mohun Bros	Stationery	365 46
June 30	Kennebec Ice Company	Ice	13 28
	Total		2,000 00

Amount appropriated..... \$2,000 00
Amount expended..... 2,000 00

Contingent expenses of War Department, &c.—Continued.

OFFICE OF THE CHIEF OF ENGINEERS.

Date.	To whom paid.	On what account.	Amount.
1875.			
July 13	Franklin Philp	Stationery	\$7 25
July 13	William H. Deckman	Taking up carpets	20 00
July 15	H. C. Griffith	Repairing scales	7 10
July 22	W. C. & F. P. Church	Journal	6 00
July 31	Elizabeth Denham	Washing towels	5 00
Aug. 2	James L. Savage	Brushes	6 00
Aug. 6	Mohun Bros	Books	69 75
Aug. 6	do	Stationery	86 85
Aug. 7	F. W. Christern	Periodicals	6 00
Aug. 19	William Smith	Hand-stamps	11 60
Aug. 27	C. H. Emerson & Co	Business Guide	5 00
Aug. 28	M. M. Magruder	Carpenter's work	16 70
Aug. 31	Elizabeth Denham	Washing towels	5 00
Sept. 1	Lorenzo Rice	Cleaning carpets	36 65
Sept. 2	Webb & Beveridge	Pitcher, &c.	24 65
Sept. 6	H. O. Towles	Furniture	24 00
Sept. 9	Mohun Bros	Books	46 00
Sept. 9	do	Stationery	97 85
Sept. 22	H. F. Zimmermann & Son	Repairing furniture	6 00
Sept. 30	Elizabeth Denham	Washing towels	5 00
Sept. 30	J. T. & H. B. Castleman	Office furnishings	14 20
Sept. 30	Robert Sillers	Sundries	34 53
Sept. 30	Kennebec Ice Company	Ice	11 70
Sept. 30	Ruth A. Thompson	Washing towels	15 00
Sept. 30	Mohun Bros	Stationery	55 53
Oct. 14	W. B. Moses	Carpets, &c.	118 62
Oct. 30	Elizabeth Denham	Washing towels	5 00
Oct. 30	Mortimer King	Putting down carpets	30 00
Nov. 8	Mohun Bros	Stationery	62 50
Nov. 8	do	Books	6 25
Nov. 18	B. Westermann & Co	Atlas	20 80
Nov. 19	John Campbell	Repairing chairs	6 00
Nov. 24	John Lockie	Book	5 00
Nov. 27	J. S. Swornstedt	Dusters	17 50
Nov. 29	F. W. Christern	Periodicals	7 00
Nov. 29	Macmillan & Co	Magazine	5 00
Nov. 30	Elizabeth Denham	Washing towels	5 00
Nov. 30	J. T. & H. B. Castleman	Cuspadores	7 50
Dec. 3	W. L. Wall & Co	Mirror	9 25
Dec. 6	Mohun Bros	Stationery	144 45
Dec. 13	Dobler, Mudge & Chapman	Manila envelopes, &c	125 13
Dec. 15	Miller & Smith	Magazine	10 50
Dec. 16	Munn & Co	Scientific American	7 00
Dec. 27	J. T. & H. B. Castleman	Cuspadores	16 80
Dec. 29	Seidewitz & Franke	Muslin boxes	18 50
Dec. 30	Beall & Baker	Sundries	21 32
Dec. 31	Elizabeth Denham	Washing towels	5 00
Dec. 31	E. B. Smith	Webster's Dictionary	8 00
Dec. 31	J. L. Harmon	Newspapers	3 30
Dec. 31	R. A. Thompson	Washing towels	15 00
Dec. 31	W. B. Moses	Towels, &c.	47 00
Dec. 31	William F. Lutz	Brass letters	5 85
Dec. 31	Robert Sillers	Car-tickets, &c	31 55
Dec. 31	J. C. Lang	Book	6 00
Dec. 31	H. O. Towles	Furniture	49 00
Dec. 31	William S. Mitchell	Oil-cloth, &c	51 42
Dec. 31	Mohun Bros	Magazine, &c	8 00
Dec. 31	do	Stationery	257 40
Dec. 31	Kennebec and Potomac Ice Com- pany.	Ice	7 65

Contingent expenses of War Department, &c.—Continued.

Date.	To whom paid.	On what account.	Amount.
1876.			
Jan. 12	W. H. Boyd	City Directories	\$30 00
Jan. 20	F. Schneider & Son	Hardware	3 35
Jan. 11	Elizabeth Denham	Washing towels	5 00
Feb. 7	Franklin Institute	Subscription	5 00
Feb. 8	Mohun Bros	Books	13 50
Feb. 8	do	Stationery	108 00
Feb. 14	P. F. Van Everen	Perforated numbers	5 00
Feb. 18	George H. Frost	Subscription to Engineering News	2 12
Feb. 19	Department of State	Revised Statutes	21 48
Feb. 26	Elizabeth Denham	Washing towels	5 00
March 7	William Hounschild	Repairing blinds, &c	5 25
March 8	Mohun Bros	Stationery	129 45
March 8	do	Magazines, &c	20 50
March 8	M. M. Magruder	Carpenter's work	10 75
March 9	Macmillan & Co	Book	12 00
March 16	Max Weyl	Clock	6 50
March 30	Franklin & Co	Thermometer	2 50
March 31	Elizabeth Denham	Washing towels	5 00
March 31	Ruth A. Thompson	do	15 00
March 31	Robert Sillers	Car-tickets, &c	22 32
March 31	Mohun Bros	Book	5 00
March 31	do	Stationery	130 80
April 29	James Anglim	Book	8 00
May 1	Elizabeth Denham	Washing towels	5 00
May 1	William Hounschild	Paste	3 00
May 4	Mohun Bros	Stationery	61 40
May 4	do	Books	7 00
May 10	Thomas Dowling	do	8 50
May 10	L. H. Schneider	Hardware	4 43
May 13	B. Westermann & Co	Atlas	1 68
May 13	Charles Rump	Morocco case	7 85
May 16	Benjamin Ashworth	Books	17 00
May 31	Elizabeth Denham	Washing towels	5 00
June 3	National Republican	Subscription	8 00
June 10	Mohun Bros	Stationery	34 75
June 10	do	Books	2 75
June 30	Elizabeth Denham	Washing towels	5 00
June 30	J. T. & H. B. Castleman	Water-cooler	5 75
June 30	William Hounschild	Paste	4 00
June 30	James L. Harmon	Newspapers	3 30
June 30	W. H. & O. H. Morrison	Books	66 00
June 30	do	Book-case	20 00
June 30	M. M. Magruder	Carpenter's work	72 00
June 30	H. F. Zimmermann & Son	Furniture	15 75
June 30	R. A. Thompson	Washing towels	15 00
June 30	F. Mohun & Sons	Lumber	37 91
June 30	C. A. Schneider & Son	Repairing press	2 00
June 30	F. Schneider & Son	Hardware	8 23
June 30	B. Ashworth	Books	5 00
June 30	Robert Sillers	Miscellaneous expenses	50 48
June 30	Mohun Bros	Stationery	87 70
June 30	do	Books	14 25
June 30	Thonet Brothers	Furniture	55 20
June 30	Kennebec Ice Company	Ice	23 40
June 30	H. O. Towles	Looking-glass	3 50
	Total		3,000 00

Amount appropriated	\$3,000 00
Amount expended	3,000 00

Contingent expenses of War Department, &c.—Continued.

OFFICE COMMISSARY-GENERAL.

Date.	To whom paid.	On what account.	Amount.
1875.			
July 3	E. G. Gunson & Co	Business Guide	\$5 00
July 10	Thomas Norfleet	Harness, &c.	40 37
July 13	W. D. Wyvill	Water-cooler	10 00
July 14	Washington and Georgetown Railroad Company.	Tickets	5 00
July 22	B. W. Reed & Sons	Soap, &c.	60 70
July 22	W. S. Mitchell	Shades	9 00
July 24	John Markriter	Silver cord	6 25
July 29	George Watts & Co.	Buckets	3 00
Aug. 2	A. B. Stoughton	Rent	333 33
Aug. 4	W. D. Wyvill	Shovel, &c.	3 25
Aug. 4	J. H. Kuehling	Hanging bell	1 50
Aug. 5	Mohun Bros	Stationery	166 40
Aug. 6	Washington Gas Company	Gas	1 75
Aug. 13	Army and Navy Journal	Subscription	6 00
Aug. 16	Webb & Beveridge	Ice-pitcher, &c.	40 67
Aug. 19	Army and Navy Journal	Subscription	1 50
Aug. 26	Western Union Telegraph Com- pany.	Telegrams	25 61
Aug. 27	Metropolitan Railroad Company.	Tickets	5 00
Aug. 28	Leonard Taylor	Cleaning carpets	2 00
Sept. 4	Jane E. Strother	Washing towels	12 00
Sept. 6	Washington Gas Company	Gas	2 00
Sept. 6	A. B. Stoughton	Rent	333 34
Sept. 8	C. P. Howell	Cleaning carpet	22 50
Sept. 9	Mohun Bros	Stationery	122 10
Sept. 24	M. W. Galt, Bro. & Co.	Clock	25 00
Sept. 25	Western Union Telegraph Com- pany.	Telegrams	9 41
Sept. 30	A. B. Stoughton	Rent	333 33
Sept. 30	Mohun Bros	Stationery	135 40
Sept. 30	Kennebec Ice Company	Ice	46 00
Sept. 30	Washington Gas Company	Gas	3 25
Oct. 6	New York Times	Subscription	12 00
Oct. 13	W. B. Moses	Carpets, &c.	248 48
Oct. 23	John Markriter	Whitening ceilings	11 50
Oct. 27	Western Union Telegraph Com- pany.	Telegrams	20 43
Oct. 30	W. D. Wyvill	Stoves, &c.	178 85
Oct. 30	Jane E. Strother	Washing towels	12 00
Nov. 2	A. B. Stoughton	Rent	333 34
Nov. 4	Mohun Bros	Stationery	175 15
Nov. 5	Washington Gas Company	Gas	5 25
Nov. 5	M. L. Lerner	Book	2 00
Nov. 16	S. W. Lloyd	Blankets	15 50
Dec. 7	Washington Gas Company	Gas	4 75
Dec. 8	Solomon Stover	Wood and coal	274 00
Dec. 10	Mohun Bros	Stationery	91 75
Dec. 18	H. and F. D. Lewis, administra- tors.	Rent	333 33
Dec. 18	A. L. Martin	Picture	36 00
Dec. 21	C. P. Howell	Cleaning carpet	5 50
Dec. 21	Western Union Telegraph Com- pany.	Telegrams	5 52
Dec. 28	Columbia Railroad Company	Tickets	5 00
Dec. 30	John Markriter	Papering room	25 00
Dec. 31	Jane E. Strother	Washing towels	12 00
Dec. 31	Thomas Norfleet	Horse-cover, &c.	22 50
Dec. 31	W. S. Mitchell	Tapestry, &c.	7 88
Dec. 31	Mohun Bros	Stationery	65 80

Contingent expenses of War Department, &c.—Continued.

Date.	To whom paid.	On what account.	Amount.
1875.			
Dec. 31	Washington Gas Company	Gas	\$6 00
Dec. 31	Kennebec Ice Company	Ice	29 08
1876.			
Jan. 11	W. H. Boyd	City Directories	5 00
Jan. 18	F. D. Lewis, attorney	Rent	333 34
Jan. 27	B. W. Reed's Sons	Feather-dusters, &c.	9 50
Feb. 3	F. D. Lewis, attorney	Rent	333 33
Feb. 5	Washington Gas Company	Gas	4 75
Feb. 7	Metropolitan Railroad Company.	Tickets	5 00
Feb. 8	Mohun Bros	Stationery	176 90
Feb. 15	Chronicle Publishing Company..	Subscription	8 80
Feb. 25	Western Union Telegraph Com- pany.	Telegrams	4 22
Feb. 29	The Nation	Subscription	1 30
March 3	F. D. Lewis, attorney	Rent	333 34
March 4	Jane E. Strother	Washing towels	12 00
March 7	Washington Gas Company	Gas	4 75
March 8	Mohun Bros	Stationery	93 25
March 10	W. B. Moses	Furniture	64 90
March 16	Maj. William Myers	Flag	4 67
March 24	Western Union Telegraph Com- pany.	Telegrams	4 35
March 25	Solomon Stover	Wood and coal	34 00
March 31	F. D. Lewis, attorney	Rent	333 32
March 31	W. D. Wyvill	Repairing furnace	19 00
March 31	B. W. Reed's Sons	Feather-dusters, &c.	57 15
March 31	Mohun Bros	Stationery	92 30
April 6	Washington Gas Company	Gas	4 50
April 8	Kennebec Ice Company	Ice	18 20
April 22	Western Union Telegraph Com- pany.	Telegrams	34 73
April 28	J. M. Fernandez	Awnings	45 00
May 1	F. D. Lewis, attorney	Rent	333 33
May 4	Mohun Bros	Stationery	109 75
May 8	Washington Gas Company	Gas	4 25
May 18	H. N. Barlow	Picture frames	7 50
May 25	Western Union Telegraph Com- pany.	Telegrams	18 00
May 27	Solomon Stover	Wood and coal	16 00
May 31	W. B. Williams	File-cases	34 00
June 2	F. D. Lewis, attorney	Rent	333 34
June 3	Jane E. Strother	Washing towels	18 00
June 6	Washington Gas Company	Gas	2 70
June 8	W. D. Wyvill	Repairing furnaces	11 95
June 10	Mohun Bros	Stationery	140 50
June 10	George Bancroft	Book	8 00
June 13	W. B. Moses	Carpets, &c	31 48
June 14	William Cole	Whitewashing	6 00
June 17	H. N. Barlow	Easel-folio	65 00
June 23	William Cole	Whitewashing	16 25
June 26	Western Union Telegraph Com- pany.	Telegrams	16 84
June 30	F. D. Lewis, attorney	Rent	333 33
June 30	William S. Mann	Varnishing	27 00
June 30	Isabella Dodson	Scrubbing	6 50
June 30	Thomas Norfleet	Harness, &c	119 55
June 30	Jane E. Strother	Washing towels	6 00
June 30	Hooe, Bro. & Co.	Rugs, mats, &c	41 00
June 30	Hooe, Bro. & Co.	Extra rug and mat	12 50
June 30	G. M. Wight	Furniture	104 00
June 30	G. M. Wight	Table	20 00
June 30	Shmedtie Bros	Clock	12 00

Contingent expenses of War Department, &c.—Continued.

Date.	To whom paid.	On what account.	Amount.
1876.			
June 30	W. S. Mitchell.....	Towels, &c	\$26 00
June 30	W. S. Mitchell.....	Shades, &c	13 80
June 30	Webb & Beveridge.....	Cuspadores	6 00
June 30	Washington Gas Company.....	Gas	2 70
June 30	Hooe, Bro. & Co.....	Mat	7 00
June 30	Solomon Stover.....	Coal, &c	74 00
June 30	Mohun Bros	Stationery	244 05
June 30	Kennebec Ice Company.....	Ice.....	25 61
	Total.....	.....	8,000 00

Amount appropriated \$8,000 00
Amount expended..... 8,000 00

BUILDING CORNER SEVENTEENTH AND F STREETS.

Date.	To whom paid.	On what account.	Amount.
1875.			
July 10	G. C. Shaw	Papering	\$268 00
July 12	William S. Mitchell	Matting	410 18
July 13	H. O. Towles.....	Furniture	54 00
July 14	James H. Byram.....	Carpenter-work	127 69
July 16	M. G. Copeland	Window-shades	100 40
July 16	John H. Brown	Kalsomining, &c.....	201 00
July 16	Charles G. Ball	Masonry-work, &c	261 80
July 17	G. W. Chamberlen	Painting	338 53
July 20	L. H. Schneider	Lock and keys	6 31
July 26	Stackpole & Bro.....	Steel tape-line	10 00
July 31	G. W. Chamberlen	Glazing	9 80
July 31	Riggles & Gadsby	Brooms, &c.....	18 45
July 31	Daniel Ford	Laborer	40 00
July 31	Hy. C. Griffith	Engineer	125 00
July 31	Addison Webster	Laborer	30 00
Aug. 6	James Kelly.....	Roofing, &c.....	69 00
Aug. 6	Washington Gas Company.....	Gas	8 25
Aug. 16	F. Schneider & Son	Hardware, &c	11 06
Aug. 16	Charles G. Ball	Registers, &c	267 75
Aug. 24	R. T. Hieston	Wood and coal	463 17
Aug. 25	William W. Farr.....	Cleaning, &c., clock.....	3 00
Aug. 27	Charles Chase	Hauling ashes	14 00
Aug. 27	R. A. Phillips	Sash-cord, &c.....	6 50
Aug. 31	Hy. C. Griffith	Engineer	125 00
Aug. 31	Daniel Ford	Laborer	40 00
Aug. 31	Addison Webster	do	30 00
Sept. 6	Washington Gas Company	Gas	11 75
Sept. 25	B. Thornton	Brick wall, &c.....	136 29
Sept. 30	Daniel Ford	Laborer	40 00
Sept. 30	Addison Webster	do	30 00
Sept. 30	Hy. C. Griffith	Engineer	125 00
Sept. 30	John A. Power	Repairing heater	127 50
Sept. 30	Thomas Somerville.....	Repairing steam-engine	136 31
Sept. 30	William Bradley.....	Marble stone	140 57
Sept. 30	A. H. Adams	Watering sodding	7 00
Sept. 30	Samuel T. Ellis	Flue-scrappers	7 50
Sept. 30	Washington Gas Company.....	Gas	19 00
Sept. 30	Kennebec Ice Company	Ice	5 52
Oct. 8	Philip Adams	Charcoal	25 20
Oct. 9	R. T. Hieston	Wood and coal	1,771 77
Oct. 12	G. C. Shaw	Papering	17 00
Oct. 15	Charles G. Ball	Repairing furnaces.....	624 75
Oct. 16	Charles Chase	Hauling, &c	4 50

Contingent expenses of War Department, &c.—Continued.

Date.	To whom paid.	On what account.	Amount.
1875.			
Oct. 26	C. Burlew	Concrete	\$23 00
Oct. 30	Hy. C. Griffith	Engineer	125 00
Oct. 30	Daniel Ford	Laborer	40 00
Oct. 30	Addison Webster	do	30 00
Nov. 5	Washington Gas Company	Gas	21 00
Nov. 30	Hy. C. Griffith	Engineer	125 00
Nov. 30	Daniel Ford	Laborer	40 00
Nov. 30	Addison Webster	do	30 00
Dec. 7	Washington Gas Company	Gas	30 25
Dec. 24	James Kelly	Laying zinc, &c.	6 50
Dec. 31	Daniel Ford	Laborer	40 00
Dec. 31	Addison Webster	do	30 00
Dec. 31	Hy. C. Griffith	Engineer	125 00
Dec. 31	Washington Gas Company	Gas	36 50
Dec. 31	Kennebec Ice Company	Ice	4 60
1876.			
Jan. 12	W. H. Boyd	City Directories	10 00
Jan. 14	John A. Power	Repairing water-closets	139 52
Jan. 20	G. W. Chamberlen	Glazing, &c.	262 15
Jan. 20	James H. Byram	Carpenter's work	104 13
Jan. 31	H. C. Griffith	Engineer	125 00
Jan. 31	Daniel Ford	Laborer	40 00
Jan. 31	Addison Webster	do	30 00
Feb. 9	J. H. Brown	Plastering, &c.	28 10
Feb. 29	Hy. C. Griffith	Engineer	125 00
Feb. 29	Daniel Ford	Laborer	40 00
Feb. 29	Addison Webster	do	30 00
Feb. 29	James Tindall	do	19 78
March 31	Addison Webster	do	30 00
April 29	do	do	30 00
May 6	James Kelly	Repairing roof	65 00
May 6	J. H. Byram	Carpenter's work	41 52
May 6	F. Schneider & Son	Hardware	9 25
May 8	John A. Power	Plumbing	629 60
May 8	E. F. Simpson	Repairing stoves	17 00
May 8	Washington Gas Company	Gas for January	35 75
May 8	do	Gas for February	32 00
May 8	do	Gas for March	27 50
May 8	do	Gas for April	28 75
May 9	Thomas Lewis	Brick-layer	95 00
May 9	Riggles & Gadsby	Matches, brooms, &c.	18 95
May 9	Kennebec Ice Company	Ice	4 68
May 10	Patrick Fitzgerald	Grading yard	8 50
May 10	Pettit & Dripps	Repairing boilers	220 53
May 13	Charles G. Ball	Repairing stove	4 50
May 13	G. W. Chamberlen	Glazing	10 50
May 20	Baldwin Bros.	Double door, &c.	13 25
May 31	Addison Webster	Laborer	30 00
June 6	Washington Gas Company	Gas	14 18
June 29	James R. Cole	Grading, &c.	10 00
June 30	Addison Webster	Laborer	30 00
June 30	R. A. Phillips	Carpenter-work	10 50
June 30	F. Schneider & Son	Hardware	32 21
June 30	M. G. Copeland	Repairing awnings	67 20
June 30	Washington Gas Company	Gas	14 40
June 30	Riggles & Hopkins	Soap, &c.	23 05
June 30	Kennebec Ice Company	Ice	4 55
June 30	R. T. Hieston	Wood and coal	173 75
	Total		9, 661 20

Amount appropriated, (contingencies, \$8,000; deficiency, \$1,661.20)..... \$9, 661 20
Amount expended..... 9, 661 20

Contingent expenses of War Department, &c.—Continued.

BUILDING CORNER FIFTEENTH AND F STREETS.

Date.	To whom paid.	On what account.	Amount.
1875.			
July 14	Thomas Williams	Locks and keys	\$14 40
Aug. 4	William Dunawin	Brooms	6 00
Aug. 6	Washington Gas Company	Gas	11 00
Sept. 6	do	do	15 50
Sept. 27	Grymes & Nelson	Putting down carpets	27 00
Sept. 30	Anthony Hyde, attorney	Rent	1,875 00
Sept. 30	Washington Gas Company	Gas	18 75
Oct. 1	Denis Reilly	Kindling	20 00
Oct. 9	Thomas Williams	Carpenter's work	36 50
Oct. 12	Great Falls Ice Company	Ice	59 00
Oct. 14	George J. Musser	Sundries	19 80
Oct. 14	John C. Hogan	Repairing awnings, &c.	20 50
Oct. 16	William S. Mitchell	Carpet-lining, mats, &c.	109 27
Oct. 26	Webb & Beveridge	Cuspadores, fenders, &c.	100 25
Nov. 5	Washington Gas Company	Gas	24 00
Nov. 10	Thomas Williams	File-boards, &c.	26 35
Nov. 13	S. S. Watts	Painting, &c.	20 25
Nov. 19	G. Wagner	Ventilator	5 00
Nov. 24	Louis Koerth	Hauling ashes, &c.	6 00
Dec. 2	C. Kattleman	Clock	12 00
Dec. 3	William S. Mitchell	Mats, cambric, &c.	60 19
Dec. 7	Washington Gas Company	Gas	28 00
Dec. 14	Thomas Williams	Repairs, &c.	12 00
Dec. 23	George J. Musser	Soap, &c.	33 90
Dec. 29	L. H. Schneider	Manila rope	20 22
Dec. 30	Charles G. Ball	Zinc, screws, labor, &c.	77 25
Dec. 30	Thomas Williams	File-boards, &c.	21 65
Dec. 31	R. W. Barker	Book-stand, &c.	40 50
Dec. 31	Webb & Beveridge	Water-cooler, &c.	44 86
Dec. 31	American District Telegraph Com- pany	Rent of instrument	15 00
Dec. 31	Anthony Hyde, attorney	Rent	1,875 00
Dec. 31	Washington Gas Company	Gas	32 25
1876.			
Jan. 11	Great Falls Ice Company	Ice	39 00
Jan. 25	Dennis Riley	Kindling	10 00
Feb. 5	Washington Gas Company	Gas	33 00
Feb. 11	N. W. Burchell	Matches, &c.	7 38
Feb. 19	Thomas Williams	File-boards, &c.	32 50
March 6	R. McMurray	Document-straps	25 00
March 7	Washington Gas Company	Gas	32 00
March 11	Thomas Williams	Carpenter's work	123 00
March 18	do	do	259 51
March 25	do	do	169 50
March 31	Anthony Hyde, attorney	Rent	1,875 00
March 31	William S. Mitchell	Carpets, oil-cloth, &c.	842 49
March 31	Webb & Beveridge	Office-furnishings	110 40
March 31	Thomas Williams	Carpenter's work	138 67
March 31	Washington Gas Company	Gas	33 00
March 31	Great Falls Ice Company	Ice	38 50
March 31	E. A. Ridgway	Plumbing	376 10
March 31	John C. Hogan	Awnings, &c.	201 30
April 7	Louis Koerth	Hauling ashes, &c.	9 00
April 15	Thomas Williams	Carpenter's work	71 75
April 15	Charles G. Ball	Repairing furnace	418 99
April 25	S. S. Watts	Painting	91 35
April 26	R. W. Barker	Carpenter's work	31 00
April 29	John C. Hogan	Awnings	15 00
May 1	Mary L. Reed	Rent	400 00

Contingent expenses of War Department, &c.—Continued.

Date.	To whom paid.	On what account.	Amount.
1876.			
May 5	American District Telegraph Com- pany.	Rent of instrument	\$15 00
May 5	C. Kattelmann	Clock	11 00
May 8	Washington Gas Company	Gas	37 75
May 31	George Bogus	Coal	416 89
June 1	Mary L. Reed	Rent	400 00
June 3	William H. Dunawin	Brooms	6 00
June 6	Washington Gas Company	Gas	27 45
June 10	Thomas Williams	Carpenter's work	91 00
June 24	S. S. Watts	Painting	18 00
June 26	Webb & Beveridge	Water-cooler, &c.	29 65
June 27	Andrew J. Joyce	Repairing printing-press ..	24 75
June 30	Mary L. Reed	Rent	500 00
June 30	William W. Farr	Repairing clocks	25 00
June 30	Great Falls Ice Company	Ice	65 32
June 30	Washington Gas Company	Gas	19 35
June 30	C. Schneider	Hanging gongs, &c.	38 00
June 30	B. W. Reed's Sons	Matches, &c	10 30
June 30	American District Telegraph Com- pany.	Use of instrument	15 00
June 30	William S. Mitchell	Shades, &c.	47 38
June 30	George J. Musser	Chamois-skins	32 65
June 30	L. H. Schneider	Hardware	15 12
June 30	Thomas Williams	Carpenter's work	144 50
June 30	E. A. Ridgway	Plumbing	74 26
June 30	N. W. Burchell	Matches	3 75
	Total .....	.....	12, 138 95

Amount appropriated.....\$12, 500 00

Amounted expended.....12, 138 95

Balance in the Treasury.....361 05

SALE OF NAVY-YARDS.

LETTER

FROM

THE SECRETARY OF THE NAVY,

TRANSMITTING

A copy of the report of the board of officers organized under the provisions of the act of Congress, approved June 30, 1876, to examine and determine whether, in their opinion, any of the navy-yards can be dispensed with and abandoned, &c.

DECEMBER 12, 1876.—Referred to the Committee on Naval Affairs and ordered to be printed.

NAVY DEPARTMENT,
Washington, December 11, 1876.

SIR: The act of Congress making appropriations for the naval service for the year ending June 30, 1877, and for other purposes, approved June 30, 1876, directed the Secretary of the Navy "to organize a naval board of five commissioned officers of the Navy, as soon as practicable, three of whom shall be the senior officers of the active-list of the Navy, whose duty it shall be to examine fully and determine whether in their opinion any of the navy-yards can be dispensed with and abandoned, and if so, to report the best manner of making disposition of the same; and further, to inquire as to the propriety of establishing a naval rendezvous at Tybee Island or at Cockspur Island, in the State of Georgia, or at any other point on the coast of Georgia or South Carolina; and whether any Government property at said islands can be made available and is suitable for such purpose; and said board shall, through the Secretary of the Navy, report to Congress at the commencement of the next session the result of their inquiry."

The board was appointed as directed, and I have the honor to transmit a copy of their report, and also a copy of the proceedings of the board.

Very respectfully, your obedient servant,

GEO. M. ROBESON,
Secretary of the Navy.

The Hon. SAMUEL J. RANDALL,
Speaker of the House of Representatives.

REPORT OF THE BOARD OF OFFICERS CONVENED BY AUTHORITY OF CONGRESS FOR THE EXAMINATION OF NAVY-YARDS.

WASHINGTON, D. C., *December 5, 1876.*

SIR: We have the honor to inform you that in obedience to the act of Congress directing us to examine fully and determine whether in our opinion any of the navy-yards can be dispensed with and abandoned, &c., and in conformity with the order of the Department, dated September 4, 1876, we have performed the duty intrusted to us, and beg leave to report as follows:

We recommend that the following navy-yards and stations be *not abandoned or dispensed with*:

- Navy-yard at Kittery, Me.
- Navy-yard at Boston, Mass.
- Navy-yard at Brooklyn, N. Y.
- Navy-yard at League Island, Pa.
- Navy-yard at Washington, D. C.
- Navy-yard at Norfolk, Va.
- Navy-yard at Pensacola, Fla.
- Navy-yard at Mare Island, Cal.
- Naval station at Key West, Fla.
- Naval station at Sacket's Harbor, N. Y.

We further recommend that the following places be abandoned and dispensed with:

- Navy-yard at New London, Conn.
- Naval ground at New Orleans, La.
- Naval property at Brunswick, Ga.

Accompanying this report you will find minutes of the proceedings of the board, containing their reasons for coming to the above conclusions, together with such information as they were able to collect.

The board have visited in a public vessel the harbors of Port Royal, S. C., Savannah, Ga., and Brunswick, Ga., and the coast of South Carolina and Georgia, which it was necessary to do to enable them to form a correct judgment in regard to the several positions, as to their capabilities for naval stations.

The board see no propriety at this moment in recommending any permanent naval station at either of these points. Cockspur and Tybee Islands are not at all suited for such a purpose; at Brunswick, Ga., the ground at present belonging to the United States Government is wholly unsuitable for a navy-yard, owing to its being mostly marsh, its difficult approaches, narrow channel, and the distance from shore of the necessary depth of water.

The harbor of Port Royal, S. C., and its tributaries, present great advantages, and offer the necessary depth of water and facilities for entering the port without risk to vessels of war. Port Royal Bay is a noble sheet of water, undoubtedly the finest harbor on our southern coast. The wonder is that the place was so little known or appreciated prior to 1861.

There are several favorable sites for a naval station at Port Royal, all of which must be carefully studied and compared before the best one can be determined. In the mean time the board recommend that Port Royal be used as a temporary fitting and coaling station for vessels stationed in the West Indies.

This could be established at no great outlay, by keeping here a few

old ships, on board which temporary machinery could be erected for the repair of vessels, engines, and boilers—a store-ship is at present stationed there—a depot for coal on shore or in hulks, and a hospital and ordnance-ship, all of which could be removed at a moment's notice, if the Government did not deem it expedient to continue to occupy this place as a naval station.

We have the honor to remain, very respectfully, yours,

DAVID D. PORTER, *Admiral.*

S. C. ROWAN, *Vice-Admiral.*

C. H. DAVIS, *Rear-Admiral.*

J. W. KING, *Chief Engineer.*

J. W. EASBY, *Naval Constructor.*

Proceedings of the board of officers convened by authority of Congress for the examination of navy-yards.

NAVY DEPARTMENT,
WASHINGTON, D. C., *September 4, 1876.*

SIR: The following forms a part of the naval appropriation bill:

For the civil establishments of the several navy-yards, \$53,000. And the Secretary of the Navy is hereby directed to organize a naval board of five commissioned officers in the Navy, as soon as practicable, three of whom shall be the senior officers on the active list of the Navy, whose duty it shall be to examine fully and determine whether, in their opinion, any of the navy-yards can be dispensed with and abandoned; and, if so, to report the best manner of making disposition of the same, and further to inquire as to the propriety of establishing a naval rendezvous at Tybee Island or at Cockspur Island, in the State of Georgia, or at any other point on the coast of Georgia or South Carolina, and whether any Government property at said islands can be made available and are suitable for such purpose, and said board shall, through the Secretary of the Navy, report to Congress, at the commencement of the next session, the result of their inquiry, and the sum of \$2,000 is hereby appropriated to meet the expenses incurred by said board.

In accordance therewith the officers specified therein and those herein selected by the Department, Chief-Engineer James W. King and Naval-Constructor John W. Easby, will report to you on the 2d October next at any point designated by you, and you will proceed to the execution of the duty as required above, and report with as little delay as may be necessary to make examinations and discuss the subjects proposed.

You will inform the Department where the members of the board will report to you on the 2d of October next, or as soon thereafter as may be convenient to you.

Very respectfully,

GEORGE M. ROBESON,
Secretary of the Navy.

Admiral D. D. PORTER,
Washington D. C.

WASHINGTON, D. C., *October 3, 1876.*

The board met at 2 p. m., agreeably to the above order. Present: Admiral David D. Porter, Vice-Admiral S. C. Rowan, Rear-Admiral C. H. Davis, Chief-Engineer J. W. King, Naval-Constructor J. W. Easby.

The subject of the comparative importance was discussed. Admiral Rowan proposed that the navy-yards should be taken up in order, commencing with that at Kittery, Me. This motion having been unan-

imously concurred in, the board further decided that it was not necessary to visit the several yards, with the exception of League Island Adjourned.

WASHINGTON, D. C., *October 4, 1876.*

The board met at 2 p. m. All the members present.

The subject of the Kittery navy-yard was taken up, and, after a full discussion, the board agreed that the navy yard should not be dispensed with or abandoned—

First. On account of its value to the Government as a building and equipping station.

Second. Because it is in a harbor where the water is open in the coldest weather and the port is at all times and seasons accessible.

Third. As a refuge for vessels coming from a sickly station with an epidemic on board there is no other harbor where so many facilities are presented, or where the inhabitants have made so little objection to our infected ships occupying the outer harbor.

Fourth. There is a large population in and around Portsmouth, N. H., and Kittery, Me., who have passed their lives in ship-building, and the naval mechanics in that vicinity are esteemed among the best in our country.

While the board are decidedly opposed to abandoning the Kittery yard, it seems to them that some expression of opinion on their part should be recorded in regard to what should be done with the yard in case work there is temporarily suspended. They recommend that the yard should have a sufficient force of officers and employes kept on duty to maintain it in the most efficient condition and ready for any emergency. Adjourned.

WASHINGTON, D. C., *October 5, 1876.*

The board met at 2 p. m. All the members present.

The subject of the Boston navy-yard was considered, and, after a full discussion, it was unanimously resolved that the navy-yard at Boston, Mass., cannot be dispensed with or abandoned, for the following reasons:

First. On account of its great pecuniary value, having cost the Government, up to the present time, for buildings, docks, wharves, machinery, grading, &c., \$7,054,782.10, not one-fourth part of which sum would be realized if the yard was sold or abandoned.

Second. Boston is one of the most eligible positions for a naval station on the northeastern coast, giving easy access to our ships in time of war, and capable of affording them and the naval station protection by the military and natural defenses of the harbor.

Third. The navy-yard is in a large city, which enables the Government to collect a suitable force of skilled workmen at short notice in case of emergency.

Fourth. Boston yard contains the only rope-walk for making the iron and hemp cordage used in the Navy. This has been established at great cost, and could not be dispensed with.

Fifth. The workshops, machinery, and buildings in the Boston yard are of the best character, and are the fruit of the patient labor of years. Instead of diminishing the importance of this station, its facili-

ties for doing work should be increased ; for, although a good establishment, it can scarcely be considered a first-class yard or to have within its borders all the requirements for fitting out fleets in time of war. The board recommend that if, through any unforeseen circumstance, the general work at this yard be temporarily suspended, the rope-walk should be kept in operation and a requisite number of men employed to make the necessary rope for the Navy, and that a sufficient force of officers and employes be kept attached to the station to guard the Government property and preserve from injury the valuable machinery with which the yard is supplied. The board recommend that under *no* circumstances shall work be entirely suspended at this navy-yard.

The subject of the naval station at New London, Conn., was then considered, and, after some discussion, the board adjourned.

WASHINGTON, D. C., *October 6, 1876.*

The board met at 2 p. m. All the members present.

It was decided that before taking further action on the subject of the New London station the board should visit the place and personally examine it, several of the members never having been there. The subject of the Brooklyn, N. Y., navy-yard was then considered and, after a lengthy discussion, the board unanimously decided that under no circumstances should the navy-yard at Brooklyn, N. Y., or any part thereof, be dispensed with or abandoned. In the judgment of the board, this is the most important navy-yard in the country, as regards geographical position, accessibility, facilities for performing work and for procuring at short notice any amount of skilled labor, opportunities for purchasing stores and material in the market of the commercial metropolis, the means for docking ships which exist along the water-front of East River, and the proximity to the machine-shops of New York in case of an emergency.

Several attempts have been made to transfer the Brooklyn yard from the position it has occupied for nearly three-quarters of a century, but every board that has had this matter under consideration has come to the conclusion that no other site affords the facilities of the present one. The Brooklyn yard has attained its present importance in spite of many obstacles, nothing like the amount of money necessary to make it thoroughly efficient having been appropriated from year to year for general improvement, nor have the public buildings been extended in accordance with the requirements of the service, nor have the low grounds which form a part of the public domain been reclaimed and utilized.

During our civil war a very large amount of work was accomplished at this yard. Since that time facilities have been considerably increased and additional buildings have been erected. Yet, although the necessities of the yard have from time to time been laid before Congress by several Secretaries of the Navy with an earnestness that should have insured success, their representations have been unheeded.

The present site of the Brooklyn yard was procured about the year 1808 at a reasonable cost, but since that time the land has become so valuable that the city authorities of Brooklyn have endeavored to obtain a cession of the property to that municipality, which would be greatly to the detriment of the Government, as the parties who have the matter in charge desire to obtain the land free of expense, or for a sum greatly below its value. There is a portion of the land between the naval hospital and the navy-yard proper at present unoccupied, which is rapidly being graded, without expense to the Government, by

the *débris* from the city of Brooklyn. This tract the citizens are very anxious the Government should alienate, but upon it have already been designated sites for buildings and docks, the necessity for which was so apparent during the civil war, when the yard was crowded with vessels, and it embraces a most important part of the water-front and channel, which would be made useless for naval purposes if occupied at all by private parties.

However important the possession of this land by the city of Brooklyn may be to its interests, its importance to the United States is much greater, and the necessities of the latter should be paramount to all other considerations. Every foot of land now owned by the Government in Brooklyn will be needed for naval purposes, and to alienate even temporarily any portion would interfere with proposed improvements for a term of years, at the end of which time the Government would find it difficult, if not impossible, to recover possession of its own.

Already good privileges have been granted the city by allowing a street for rail travel to be laid out through the navy-yard grounds, thus separating the yard proper from the hospital, and the board is of opinion that no further indulgence should be granted by the Government in this direction.

Near the navy-yard is a considerable tract, known as "Cob Dock," which was reclaimed from a mud-flat, originally existing on the edge of Wallabout Channel. This land has been gradually formed by mud taken from East River at little expense to the Government, but the tract is too important a position to be left in its present condition. It is proposed to make in the center of it a large basin for ships, at a cost of less than half a million, and this seems, in the opinion of the board, to be a necessity for the preservation of the Government vessels. The Wallabout Channel is narrow and affords no facilities for laying up numbers of ships of war. It is much obstructed when there is an unusual number of vessels at the yard. The board are of opinion that money should be liberally appropriated and judiciously expended on the "Cob Dock," on the navy-yard proper, and in reclaiming the adjacent land so as to utilize it without delay. Thus, in a few years, we would have in Brooklyn a complete naval dock-yard. Up to the present time the Brooklyn yard has cost approximately \$11,201,430.42, and we might work in vain for the same number of years to accumulate the same facilities in a yard placed elsewhere. Its great importance as one of the defenses of New York, its inaccessibility to an enemy, the facilities for supplying it with coal, iron, and material of all kinds, its proximity to the labor and workshops of the great metropolis, have established its undoubted superiority over all other navy-yards in the United States. Knowing the great advantages possessed by the Brooklyn yard, the board hope that Congress will duly appreciate them and grant from time to time the appropriations necessary to make it perfect in every respect.

After an arrangement to meet at New London, Conn., on the 10th instant, the board adjourned.

WASHINGTON, D. C., *October 30, 1876.*

The board met at 2 p. m. All the members present.

Having made a careful examination of the site of the naval station at New London, Conn., the board see no sufficient reason for retaining it; on the contrary, it is their opinion that it would be greatly to the advantage of the United States to dispense with and abandon it.

First. Because the site of the station is not at present secure against the heavy ordnance of the period, and the defenses of the city of New London, Conn., could offer little opposition to a fleet of iron-clads. The policy of to-day in selecting a naval station should be to place it beyond the reach of an enemy's fleet, whereas the station at New London is less than six miles from the mouth of the harbor, and an enemy's iron-clads could lie off the town and destroy the yard even were they prevented from ascending higher by obstructions placed in the channel. Besides, a yard in such a position would invite an attack upon the town of New London, where property much exceeding in value any naval station established there would be sacrificed. No objections can be raised to dispensing with or abandoning this place on the ground that the Government has made any considerable outlay here, for up to the present moment the total expenditure has been but \$90,000.

Second. It would cost a large amount of money to establish a navy-yard at New London, an expenditure that could not be justified when it is considered that our most important naval establishment, that at Brooklyn, N. Y., is only a few hours' sail, and there are two yards to the east of it. Half the amount that would be required to make a navy-yard at New London, if laid out in perfecting the yard at New York, would be far more advantageous to the Navy, and would confer upon our principal yard advantages which it sadly needs, and wanting which it cannot be considered a thoroughly efficient establishment. The site at New London is a mile in length with a breadth of only about two hundred yards, and it would require this width to be increased toward the channel about one hundred yards to give water enough for large ships to lie at the dock. To level the land and make the grade suitable for buildings, docks, slips, &c., and erecting a sea-wall would require no more than the ordinary expense, judging by the cost of the amount of work that has so far been performed, although high hills would have to be leveled to make the yard what it should be.

One of the reasons advanced for placing a navy-yard at New London was the advantage of having iron-clads lying in fresh water, where their bottoms would not become foul. This advantage does not exist at the point in question, for the bottoms and propellers of the vessels there are thickly incrustated with a mixture of barnacles and grass which can only be removed at great expense after docking the vessels. Salt water from Long Island Sound flows into the harbor of New London every flood-tide, and the fresh water of the river becomes salt at this point.

Third. Although there is sufficient depth from the mouth of the harbor to the navy-yard, yet there is not room enough for a vessel lying at anchor off the yard to swing, and difficulty might be experienced even in turning a long vessel on her center.

Fourth. There are no dry-docks or lifting-docks, except such as are suited for very small vessels, and to meet the demands for docking Government ships, very extensive works would have to be established.

Fifth. There is no certainty that the channel at the navy-yard would not fill up in the course of a few years, after the necessary extension of the grounds into the river channel, which is, on an average, about two hundred yards wide.

The river itself is sluggish, but the wharves and abutments would collect all the deposits and would cause continued dredging; the chances are also that for purposes of commerce the harbor would be injured. With regard to the defensibility of this position, some of the members of the board are of opinion that there is no serious objection on that score, as at the entrance of the harbor and along its shores are good

sites for forts, and the channel could be obstructed by torpedoes, &c., in such a manner as to prevent the entrance of an enemy. By the comparatively rapid and cheap method of constructing earthworks manned by heavy guns, it is considered the place could be made defensible. It would be of more benefit, however, to the Government to perfect the navy-yards it already possesses than to make a large outlay on a position of doubtful utility. Taking all things into consideration, the board are constrained to recommend that the naval station at New London be dispensed with and abandoned, and the land, docks, buildings, &c., be turned over to the Light-House Board to be used for their purpose.

The discussion of the naval station at League Island, Pa., was then commenced. During their visit to this place, the board made such examinations as they thought necessary. In the opinion of the board it should be the policy of the Government to maintain one large naval station, combining in itself the advantages and facilities of all the others. League Island was presented to the Government by the authorities of Philadelphia, who incurred considerable expense in purchasing the rights of other parties. The site was given with the understanding that a navy-yard would be established there, and acting upon the idea, the United States have already expended there the sum \$865,600. The time allowed the board for the examination and discussion of the several subjects confided to them was too limited to enable them to make a minute personal examination of League Island, which would involve actual surveys, measuring depths of soil, and devising plans for the future development of a great naval station, but they have availed themselves of the best information, which is fortunately very full and reliable, within their reach. The advantages of League Island have been fully discussed heretofore by persons well qualified to judge, and the opinion of the majority has favored the location of a navy-yard at this place. This consideration has materially influenced the board in coming to its conclusions, while at the same time they have not neglected such personal observations as time and circumstances would permit. Before expressing any opinion with regard to League Island, it will be well to briefly state the circumstances under which it came into the possession of the Government.

If the board have on this occasion entered more fully into details in reference to this location than they have in reference to other navy-yards, it is because of its importance, the large expenditures that will be necessary in the future in case it is retained, and the fact that most of the other naval stations are long-established institutions and little argument is needed to show their necessity.

It has long been the opinion of experienced naval officers that the country needs at some point a large establishment possessing all the requirements for building and preserving an iron-clad navy, such as will be suitable for the future wants of this great nation. With the exception of League Island, all our naval stations on the Atlantic coast are deficient in a fresh-water anchorage, one of the first requisites toward preserving iron vessels laid up in ordinary. They are besides deficient in dock-yard accommodations, including means for docking ships and constructional resources. Careful examination was made by order of the Navy Department of the fresh-water tributaries on our Atlantic coast, and in 1862 the authorities of Philadelphia were applied to in reference to obtaining a title for League Island. The result was the cession of the island and the waters of the back channel to the United States Government. It was determined to commence a naval establishment there as soon as the old Philadelphia yard could be sold. The latter, although

very useful during the late civil war, was an unsuitable site for naval purposes, being too small in area and too near commercial buildings of an inflammable character.

At the close of the war the use of League Island became very apparent. The Government possessed a considerable number of iron-clads which required to be laid up in fresh water and secure from floating ice. These vessels were, therefore, sent to the new station, and remained there, with little, if any, deterioration, until required for service. Besides the back waters at League Island, a supplementary act of the city of Philadelphia gave to the United States Government the means of obtaining "ownership and sovereignty over all the north shore and adjacent land, so far as the Government of the United States may require."

The authorities of Philadelphia have behaved in this matter with great liberality, incurring considerable expense in carrying out the wishes of the General Government; for, although the establishment of a navy-yard on a large scale would be, in some respects, very advantageous to Philadelphia, yet it would seem that, in a commercial point of view, the value of League Island to the city is much greater than any naval establishment could possibly be. The land all along the river-front is rapidly increasing in value, and the loss of League Island will in course of time be seriously felt by the commerce of Philadelphia. The railroads are extending their tracks toward the river, and a great railroad is advancing from the foot of Hanover street to its present tracks north of Dock street, a distance of $1\frac{1}{2}$ miles, and from Dock street south to Greenwich Point, $3\frac{1}{2}$ miles. This covers a large portion of the river-front, and excludes, at the will of this giant corporation, the increasing commerce of the city. With five miles of river-frontage held by a great railroad corporation, League Island becomes still more valuable to the city for commercial purposes, and shows that Philadelphia could not have been influenced by mercenary motives in donating League Island to the Government, for its wise men must have foreseen the future importance of this place to commerce.

Discussions have already taken place in the city councils of Philadelphia and in the columns of the press with regard to the retrocession of the island to the city, on the plea of promoting its commercial interests; and it is assumed by disinterested parties that the city councils will be urged to convey the ownership of League Island to the great corporation in question. In this event, its tracks would be extended from Greenwich Point to the island, a distance of three and a half miles, and it would then control $8\frac{1}{2}$ miles of Delaware River.

In this connection it may be pertinent to remark that about May 17, 1876, the Committee on Naval Affairs of the United States House of Representatives reported a bill to abandon League Island yard, and this was the cause of Mr. Randall's introducing the resolution establishing the present commission to examine into the subject. Specious arguments were adduced by a portion of the press to favor the proposed abandonment, on the ground that it would require a fabulous sum of money to reclaim and make the lands tenable—that the place is unhealthy and unfit for human habitation, and that the Government would save by establishing a station at Gloucester, or some other point on the Jersey shore contiguous to Philadelphia. By this arrangement, while the city was to enjoy all the advantages of a navy-yard, the interests of the Government at League Island were to be sacrificed with no compensation whatever for the money already spent there according to the extensive plans laid out for the future. However, the Government must

always expect to encounter opposition in the establishment of a navy-yard, where it may conflict with the interests of trade, for, notwithstanding the absolute necessity of efficient naval stations for the protection of commerce and commercial cities, the community are generally ready to sacrifice the interests of the Government to their own particular benefit. The scheme to turn League Island to commercial account and to annex it to the old navy-yard, Greenwich Point, Washington street terminus, Hanover street acquisition, &c., is a grand and lucrative idea, well calculated to awaken the cupidity of speculators, who never consider the interests of the country or regard any rights that stand in the way of their investments. Fortunately, the Government has not expended such an amount at League Island as to entail severe loss, in case the site is abandoned; at the same time the expenditure has been sufficiently large to render it the part of wisdom to have the question of retention or abandonment definitely settled before another dollar is spent on the work.

No doubt League Island is a very eligible situation for a navy-yard, possessing perhaps even greater advantages than the one in Brooklyn, N. Y. It is contiguous to a large city, where plenty of skilled labor can be procured at will, where stores of all kinds can be obtained at short notice.

The island is within easy reach of the great coal and iron mines of Pennsylvania, and while the navy-yard was in course of construction access could be had to the great shops along the Delaware for such pieces of steam machinery as the yard could not supply.

Any amount of pure, fresh water could be conveyed in pipes from the river Schuylkill at a moderate outlay; an inestimable advantage to a navy-yard. The defensible portion of League Island is well established, and no further outlay in that direction is required; the fortifications on the Delaware are, or could be made, ample for the protection of the naval station; no enemy could reach Philadelphia if the defenses were properly armed and manned.

Since the introduction of steam-vessels in war the policy in establishing navy-yards has changed, and it is considered wise to place them as far as possible from the sea. These places our own vessels would have no difficulty in reaching under steam, while an enemy would be harassed at every step by guns, obstructions, submarine mines, &c., making his progress hazardous, if not impossible. This is a very strong point in the selection of a site for a navy-yard, and is one in which several of our yards are deficient.

In 1862 it became evident that we required one great naval station that could build the largest iron-clads and the heaviest machinery, since no private establishment can be expected to contain within itself all the necessary appliances for constructing great ships of war.

It was found that by employing private individuals to build iron-clads the expense was much greater than if the Government had built them. Heavy iron beams, shafting, and plates could only be procured from one or two parties, and from them in but limited quantities and with great delay. Were we at any time to become involved in war with a great naval power, we could hardly defend ourselves, much less assume the offensive, for want of means to build and repair ships. The difficulties are much greater than they were in 1865. Then we could only roll out at private establishments 3-inch iron plates. Individuals have no use for the various kinds of iron required by the Navy, and there must be an immense outlay on their part in making the necessary preparation to

execute Government work, which, as a matter of course, must be added to the expense of building our iron-clads.

In a war like that through which we lately passed a very considerable portion of an iron ship could be procured at the ordinary private establishments; but in a war where we would have to compete with the navies of the great European powers, we should be obliged to build such large and expensive structures that the work could only be performed by a properly-organized Government establishment, unless we wish to be exposed to great imposition and to risk having inferior vessels. So rapidly has the science of building heavy iron war-vessels advanced in Europe, that we have been left far in the rear for want of the means by which other nations have arrived at such perfection in naval architecture and ordnance.

One of the greatest difficulties under which our Navy has labored is the want of a settled policy with regard to navy-yards and the class of vessels to be constructed. We could evidently establish no practical system for building the necessary iron-clads for want of means in even a single yard for doing the work. Considering all these things, the liberal and intelligent plans devised for the improvement of League Island must meet with approval from experienced naval officers, even although some objectionable features undoubtedly exist in the location of this site for a navy-yard.

We propose to mention the disadvantages as well as the advantages of League Island. The great objections are "its alluvial soil and the cost of raising the surface to a proper grade, the depth it will be necessary to penetrate before reaching a proper foundation, and the expense of piling on which to erect superstructures."

League Island is a reclaimed marsh, and only at a depth of from 25 to 56 feet can gravel be found to sustain piles, and no structures can be built without piling.

This latter objection partly exists at the Boston, Brooklyn, Norfolk, and Pensacola navy-yards, and no difficulty has been encountered in erecting substantial structures there.

There is, however, a difference of opinion with regard to the depth of the alluvial soil of League Island.

The report of an officer of the Coast Survey, who is said to have made careful borings in every part of the island, is favorable. He reports the surface soil only about $3\frac{1}{2}$ feet deep, with an average depth below this of from 25 to 26 feet fine sand and clay all over the island. The board have not seen the report alluded to, but rely principally on the report of a board of civil engineers, of which Mr. W. S. P. Sanger was the president, dated April 26, 1873.

This document states as follows :

The borings show that at the western end of the island the depth from the surface of the meadow to hard bottom is 55 feet, and that this depth gradually decreases toward the eastern end. The original foundation, which is a hard, firm, and compact gravel, is covered by an alluvial deposit varying in depth from 20 to 55 feet, and of a consistency which will not of itself afford good foundations for heavy structures. The firm bottom is too low to admit of excavations for foundations, and it must therefore be reached by piling, and, consequently, in the preparation of all foundations piling must be resorted to. With this assistance, we entertain no doubt that firm and substantial foundations, capable of sustaining any weight that may be imposed upon them, can be obtained.

This board of civil engineers claim to have carefully examined the island and procured all necessary information before proceeding to construct any public buildings. They had the proper facilities, and we therefore assume that their report is correct. The next objection to League Island is the difficulty of building dry-docks, which can only be

constructed at great expense ; but this difficulty is overcome in the plans of the civil engineers, who propose a system of floating-docks, combined with shallow basins and rail-tracks for raising ships and taking them on shore. This plan they assume to be the most economical, easiest of construction, and affording the greatest facilities for repairing the largest number of vessels at one time. In this latter respect one or two floating-docks and shallow basins have great advantages over a stone dock, and the floating-docks, if built of iron, would last many years in fresh water.

This plan has one great advantage ; the difficulty of launching long iron ships without straining them is excessive, but by means of a floating-dock the longest vessel can be lowered into the water without resorting to the dangerous process of launching. Another advantage over a dry-dock is that monitors, not likely to be wanted in time of peace, can be kept in a perfect state of preservation on shore, ready at a moment's notice to be put afloat.

Objections are made to League Island on account of the Delaware River freezing over in winter, and rendering navigation difficult. At the close of severe winters large bodies of ice are deflected from the Jersey shore, and carried with violence by the strong current on League Island, endangering vessels in that vicinity.

Vessels have been lying for several years at the old wharf at League Island and, with proper precautions, have received no injury ; and the fact that it is proposed to have basins, inclosed with solid stone walls, wherein ships may lie, partly disposes of this objection. It is true that the ice in winter does run very strong, rendering the ascent of the Delaware somewhat difficult ; but, in this age of steam, ships can force their way through large bodies of floating ice, and even when the river freezes over the ice-boats seldom allow navigation to be interrupted. This objection of floating ice applies, although perhaps in a less degree, to the Kittery, Boston, and Brooklyn navy-yards.

Objections have been made that there are no habitations for mechanics and laborers near the League Island station ; that the distance from the city is so great that workmen would have too far to go, &c.

League Island is within the corporate limits of Philadelphia, now built up to within two miles of the yard, and railroads will extend to the island from all directions long before the place is made suitable for naval purposes. Many persons employed in the machine-shops of Philadelphia live at long distances from their places of work, high rents driving operatives even beyond the suburbs. The workmen employed in the old Philadelphia navy-yard, many of them, used the cars to get to and from their residences. If League Island is retained as a naval station, the building of small tenements for workmen will soon take place. Objections have been made that League Island is, and, always will be, unhealthy, as it is nearly surrounded by marshes, which at low-water are exposed to the sun, but the records of health do not sustain these objections as regards the vicinity of the island ; and, when the latter is filled in or drained there is no reason to suppose that it will not be equally salubrious with the adjacent shores. The greatest of all objections to League Island is the expense that must necessarily be incurred to grade the surface and carry out the plans of the civil engineers. It must be remembered that these plans provide fully for the future wants of the country and place it in a condition to meet any emergency of war.

A great defect in laying out our other navy-yards has been that little consideration was given to the future requirements of the Navy, and the yards have accordingly been built up just as circumstances at the moment might suggest. Owing to the great defects in the arrange-

ments of the several stations it has become absolutely necessary for the United States to establish, near a great city, a naval station that will meet the demands of an iron-built navy. Several locations on the New Jersey side of the river might have been selected without the objection of their having to be filled in, but this would be the only advantage over the present site, and the fact that the latter is on an island is a very desirable feature, as it gives a large water-front to a given area of surface; prevents robbery of Government property, or destruction by fire; affords access to a great city by rail; is easily supplied with fresh water, &c. Any location would require a good deal of grading, and this can be readily effected at League Island by dredging the back channel, and placing the mud taken from it upon the island, using also the earth taken from the channels and basins which it may be necessary from time to time to construct.

It is not intended that the work on this island shall be done in a hurry—it will be the labor of years—and it is proposed that a certain amount shall be annually expended until the whole is complete.

In this way a perfect naval dock-yard will be built up capable of constructing iron ships of war and steam-machinery without assistance from outside workshops. In case we should become involved in war before the completion of the yard, we could obtain the aid of the great workshops of Philadelphia to build and repair steam-machinery.

The objection to the cost of grading League Island might be applied to any other site. The grading would cost quite as much if the island were solid rock, for boring and blasting are more expensive than filling in.

The board have examined the plans of the civil engineers for the improvement of League Island, and find them made on a scale which, while it might deter some of our legislators from voting the necessary money to carry on the work, shows that they have a proper appreciation of the future necessities of the country.

The board would take this occasion to say that, in view of the report that certain parties are working for the retrocession of League Island to Philadelphia, this matter should be forever settled before incurring further expense. About 35 acres have already been raised to a height of say four feet above water, and the foundation for several buildings commenced according to the plans proposed, but there are no facilities for building or repairing vessels or steam-machinery, and it would be a waste of money to try and repair vessels there until the plans are more fully carried out. The present navy-yards are quite capable of repairing the small number of vessels employed in service.

The board are compelled to admit that if all the plans are carried out, there will, in the course of years, be a much larger amount of money expended at League Island than at any other navy-yard, but the Government will possess in return for its outlay what it has not at present—a first-class naval station equal to any dock-yard in Europe.

According to the report of the board of civil engineers, the Government territory at League Island consists of area within dikes, 410 acres; area between banks of back channel, 305 acres; area between back channel and Government avenue, 37 acres; area outside dikes to wharf-line, 170 acres; making, in the aggregate, about 922 acres. "The surface of this land between the dikes is about $3\frac{1}{2}$ feet below high-water mark, and, but for dikes, would be overflowed at ordinary high tide."

Surveys show that opposite the western end of the island, and for two-thirds of its length, there is ample depth of water for naval purposes, though at a considerable distance from the present shore-line.

It is proposed to build quay-walls all along this shoal water during a course of years, and to remove the mud from the inside and make wet-basins. Whether this will prevent accumulation outside the quay-walls, the board are not prepared to say, nor are they prepared to indorse the plan, but it is a question to be well considered by the most skillful engineers. The expense attending this great undertaking can be estimated within a few thousand dollars, and it is advisable that proper estimates be made without delay. For further information on this subject, we beg leave to refer to the above-mentioned report of the board of civil engineers, which seems full and intelligent, and on the whole favorable to a continuance of the work at League Island.

To enable the Navy Department to bring League Island up to the capacity of the late Philadelphia navy yard, there was required in 1873 an immediate outlay, as follows :

Bureau Construction and Repair.....	\$1,887,500
Bureau Steam-Engineering.....	345,000
Bureau Equipment and Recruiting.....	200,000
Bureau Ordnance	115,000
Bureau Provisions and Clothing.....	115,000
Dredging, filling in, and preparing the surface and forming wet-basin near foot of Broad street	350,000

All these sums should be appropriated as soon as possible, for the degree of economy with which public works can be constructed greatly depends on the certainty with which the means are supplied. Our navy-yards have cost considerably more than would have been the case had the progress of the work not been interrupted, particularly at the commencement of operations, where foundations are left exposed to the action of the water and weather.

The reports of Mr. Secretary Welles offer strong arguments in favor of building up League Island yard, particularly those of March 25, 1862, December 1, 1862, December 7, 1863, May 9, 1864, December 5, 1864, December 4, 1865, March 6, 1866. The letter of Assistant Secretary Fox, of February 21, 1866, on the same subject, may also be mentioned ; also report of the board of officers of the Navy, Army, and Coast Survey, of which Rear-Admiral Davis was president, a copy of which is annexed to these proceedings.

These documents embrace about all that can be said in favor of League Island, and the board could offer no better reasons or adduce any additional arguments on the subject ; they therefore recommend that League Island be not abandoned or dispensed with.

The board believe that a retrocession of the island to Philadelphia will be attempted, owing to the great commercial advantages of the place ; but as this matter rests entirely in the hands of the Government, which can at any moment put a stop to such a movement, by asserting that the interests of the nation are paramount to all other considerations, the board see no reason for modifying their recommendation.

The subject of the Washington navy-yard was then taken up, and, after consideration, the board adjourned.

WASHINGTON, D. C., *October 31, 1876.*

The board met at 1 p. m. All the members present.

The consideration of the navy-yard at Washington was resumed, and the board unanimously agreed that the said navy-yard ought not to be dispensed with or abandoned.

The Washington yard constitutes one of the main defenses of the national capital, and in the event of a war its absence would be severely felt. During our several experiences this navy-yard proved of great value, not only as a national defense, but in supplying our vessels of war with ordnance material.

The station was established at great expense, the buildings and quays alone having cost the Government \$4,122,196. It has within its limits a large amount of the best machinery of all kinds, and the largest marine engines have been constructed here. Here are made the large anchors and chains for the Navy, galleys for ships of war, iron gun carriages, boat-howitzers, and castings of all descriptions in iron and bronze.

At Washington we have the only copper-rolling machinery, and it supplies the largest portion of the copper bolts and sheathing used in the Navy. In short, the yard contains all that is necessary to equip iron vessels of war.

The loss of this navy-yard would be a serious matter. Being directly under the eye of the Navy Department, it has always been considered the most economical and best-conducted yard in the country. The different bureaus of the Navy Department have derived great advantages from the location of a naval station at the seat of Government, as it enables them to carry on experiments under their own immediate supervision, and to personally inspect material before it leaves the yard. In case of a war between the United States and a naval power, one of the first objects of the enemy would be to reach our capital, and history reminds us that a small force of foreign ships of war once ascended the Potomac to Alexandria, co-operating with the army that destroyed the public buildings at Washington.

The Washington yard offers safe anchorage for a number of iron-clads of the monitor class, and in case of war would be the only place south of Philadelphia to which they could resort to lie up in fresh water. In many respects it is a most important naval position. It bars the way to the capital by the iron-clads that would here assemble in event of hostilities. The Potomac could be well defended by iron clads, forts, and torpedoes, and the naval forces could be supplied with coal, provisions, and stores by inland routes. Iron-clads could suddenly attack enemy's vessels ascending Chesapeake Bay, and in case of necessity retreat safely to the Potomac. Our aims as a nation should be first to protect ourselves; therefore we should wisely maintain the most effective naval positions, one of the best of which is the Washington yard, which should be used exclusively for manufacturing purposes.

As matters now stand, there would be no difficulty in assembling our entire force of iron-clads near the navy-yard in case the capital is threatened.

The Potomac River rarely freezes over completely. It is believed that the winter climate is gradually growing milder, and that even in the severest weather the steamboats on the river could keep the navigation open.

The expense of maintaining the Washington navy-yard for the general wants of our small Navy is moderate in time of peace, and the work performed here could not be done elsewhere at so reasonable a cost, especially by private parties.

Late experience has shown that we need every particle of machinery in our navy-yards, for it was frequently kept running night and day. We could not well dispense with any of the valuable machinery of the Washington yard. To remove a portion of it would make the system incomplete, for it has required the labor of years to bring it to its pres-

ent perfection, together with a persistent application to Congress, which body can hardly be expected to appreciate the multitudinous requirements of an efficient naval station. It would be far better to retain all the machinery of this yard where it is than to run the risk of removing any portion of it. If similar machinery is needed elsewhere, it would be better to supply the deficiency by purchase.

The board are wholly unable to see any good reason for abandoning or dispensing with the Washington yard, but, on the contrary, are of opinion that it would be advantageous to the Government to enlarge it. It has always been valuable, has saved the capital once, and may do so again. Even if it were no longer required, the yard could not be disposed of to advantage, and if given up its loss would soon be felt by the Government, and in fact it could not be remedied.

In reference to the Norfolk, Va., navy-yard, it may be said that its site is the best of any of the naval stations. It was selected many years ago by very practical officers, who appear to have fully realized all its advantages, among which are its inaccessibility to an enemy. Notwithstanding the introduction of steam vessels of war, and the increase in size and range of modern ordnance, Norfolk yard maintains this advantage to as great a degree as when originally located.

This navy-yard is superior in some respects to that at Brooklyn, N. Y.; one of these is its mild climate, which enables workmen to labor in the open air throughout the year.

Norfolk and Portsmouth, Va., contain a sufficient number of mechanics to supply all demands of the yard, and, so far, no difficulty has been experienced in obtaining workmen. This must always be an important consideration in locating a navy-yard, for if placed far from large towns they are of comparative little benefit to the Government.

Norfolk yard was partially destroyed, and has never been fully restored to its former condition, although it is even now competent to perform a large amount of work. The advantages of Norfolk are such that this yard will ultimately become one of our most important naval stations, and, unlike the northern yards, its area can be increased to meet all the demands of the Government that may arise.

It has been the opinion of several boards of officers, and of the successive commandants of this yard, that important additions of territory should be made while a favorable opportunity exists, and before the land advances in value, as it must do in the course of time.

The board therefore recommend that there be purchased all the waterfront on both sides of Elizabeth River, including Gosport bridge, also west through North Creek to its head; thence through Back Creek by Elizabeth River to the southern line of the navy-yard. By this addition of territory the navy-yard would form an island of about three hundred acres, an area none too large for naval purposes.

The Norfolk yard is a strong defensive position, and may be said to command Chesapeake Bay and the approaches to Baltimore and Washington. The approach to the yard is protected by the great forts at Hampton Roads and by Craney Island, a strong position if properly fortified, which could be done in a short time, by mounting heavy guns protected by earth-works.

The navy-yard is very deficient in many essential particulars, for instance in its want of facilities for docking ships. New York with its great commerce requires and provides a number of docks of various kinds on which our Navy could depend in time war, but this advantage does not exist in Norfolk, where the Government will have to provide docks of its own. The board therefore recommend that one floating dock be pro-

vided for Norfolk, with rail-tracks to land vessels on the shore, as proposed at League Island. There should also be built another stone dock, longer than the present one. There cannot be too many docks in a navy-yard, and we have therefore felt our deficiency in this respect very much.

There is also required a quay-wall of granite, corrugated-iron ship-houses, launching-ways, quarters for officers—indeed many things are indispensable to make this a first class yard. Norfolk must always be, as it has always been, the rendezvous for our vessels coming from the West Indies for repairs and sanitary purposes. The estimated amount for the necessary structures to make this yard efficient for the present is about \$256,000, which, considering the usefulness of the place, is a very moderate sum.

The place called Saint Helena, opposite the yard has had little done to it since it came into our possession. The improvement of this piece of ground ought to be carried on rapidly, according to some well considered plan, which should include filling the marsh to the level of the upland, and building a quay-wall of granite, as well as an interior wall, separating Government from private property.

In fact, this valuable naval site requires the fostering care of the Government to make it the most important naval dock-yard of the United States.

The matter of the navy-yard at Pensacola, Fla., was then discussed.

Since the introduction of iron-clad vessels and long-range ordnance, it has been objected to this navy-yard that it is within reach of an enemy's guns. It is also urged that Pensacola is unhealthy and subject to the ravages of yellow fever. These objections undoubtedly exist in a measure, but in the case of sickness it has been found that strict quarantine will prevent the introduction of disease. Yellow fever is generally brought in merchant-vessels, and does not always arise from local causes. It is true that the yard is within reach of an enemy's shot, but there are positions where strong earth-works could be thrown up, which, mounted with heavy guns, would remedy this defect. The harbor of Pensacola is superior to any other on our southern coast, except Port Royal, and could afford anchorage and protection to any number of vessels, and is the best site that could be selected for a navy-yard in the Gulf.

In 1862 Pensacola yard was destroyed, nothing of value remaining, except the quay-walls and the basin for the dry-dock. It has, however, been partially restored, and offers equal or greater facilities for repairing steam-machinery than in 1861. It is deficient in facilities for construction.

Even in its present condition, it serves a most useful purpose for fitting out vessels putting in there from the Gulf of Mexico, and it proved of good value during the Mexican war.

As regards invulnerability, if we have a superior naval force we can always defend it against a maritime enemy.

Its liability to yellow fever is no greater, probably not so great, as that of other ports on the southern coast.

To dispose of the yard would be to throw it away, for no one but the Government could possibly want it.

The board therefore recommend that the Pensacola navy-yard should not be abandoned or dispensed with, but that it be restored to its former condition, with the addition of an iron floating-dock to suit the basin at present existing.

One great advantage of this navy-yard is, that in case we should re-

quire to lay up a fleet of monitors in the Gulf, by means of a floating-dock and the present basin, the vessels could be hauled out of water and kept in a complete state of preservation, and at short notice could be launched ready for service.

The subject of the navy-yard at Mare Island, California, was taken up, and, after discussion, it was unanimously resolved by the board that the yard should not be dispensed with or abandoned.

Mare Island navy-yard is destined in the future to become equal in importance to the stations at New York and Norfolk. It is the only navy-yard we are likely to have for many years to come on the Pacific coast, and we must necessarily use it to fit out and repair the vessels of the north and south Pacific, and the Asiatic squadrons.

This navy-yard is being built upon an excellent plan, and with the proposed additions from year to year, and a wise liberality on the part of Congress, it will meet the requirements of the service. Our commerce in the Pacific is gradually extending by means of steam-lines from California to Oregon, Washington Territory, Alaska, Australia, the East Indies, Pacific Islands, and South America.

A large portion of the China trade that formerly passed around Cape Horn now reaches us via San Francisco.

In time of war, the commerce of the Pacific would require protection, and we could only maintain an effective force of steam vessels of war by having a large naval station at the present site, fitted with all the necessary appliances. Without such a station our naval vessels in the Pacific would soon become inefficient for want of means to keep them in repair.

In the days of sailing-vessels, it was possible to maintain ships of war in the Pacific, though at great inconvenience, without the aid of a navy-yard, but the introduction of steam has rendered it indispensable, that we should have the same facilities in that quarter for equipping and repairing ships and machinery that we possess on the Atlantic coast.

To statesmen who appreciate the necessity of every means for protecting commerce, no argument is necessary to show the value of the Mare Island navy-yard, and the importance of rapidly improving it, so as to bring it to an equality with the yard at Brooklyn, N. Y.

The many advantages of Mare Island as a naval station have been fully set forth in the several reports of official boards which have from time to time been appointed to consider the subject, but the yard needs the fostering care of the Government to bring it to its proper standard.

The board would therefore recommend that a judicious liberality be extended by Congress and the Navy Department toward this yard, so that in case of difficulties with a foreign power it would meet the demands of the Navy in the Pacific.

The board find that in addition to the naval stations the Government owns the following naval property:

Three and a half acres at Sacket's Harbor, New York. On this is erected the frame of the New Orleans line-of-battle ship, put up during the last war with England. The frame was put together in thirty days, was housed over, has stood in the same condition ever since, and will not likely be of any use. The expense to the Government in looking after this place is about \$900 per annum, and so far it has cost the Government \$40,651.73 for site and improvements.

Taking into consideration the fact that this place may be useful to the Government at a future day, and that the cost of keeping it is a mere trifle, the board recommend that it be retained until the Government can dispose of the ship and land to advantage.

The Government owns a piece of land on the Mississippi River, opposite New Orleans, said to contain about twenty acres. It has been used for a coal-depot and for laying up iron-clads.

This property can be of little use to the Government, and the board recommend that it be sold. It cost \$15,000.

There is also a piece of property at Key West, including a wharf for coaling, owned by the United States. It has cost the Government \$53,000 for improvements.

This depot serves a very useful purpose for our naval vessels resorting to Key West, and the board therefore recommend that it be retained.

The board also recommend that \$19,000 be appropriated to be immediately available for repairs to store-houses, and much-needed repairs to coal-wharf.

Adjourned.

WASHINGTON, D. C., *November 1, 1876.*

The board met at 2 p. m., all the members present, and after a brief session adjourned.

The board embarked at Washington on the 22d November, 1876, in the United States steamer Tallapoosa, and proceeded south to ascertain by personal observation what positions could be selected for a naval station on the coast of South Carolina or Georgia.

The Tallapoosa stopped first at Port Royal, S. C. This harbor is well known to naval officers, and its value as a naval station has been appreciated since 1861, when it was first occupied by our naval forces, and it was found to be the only harbor between Norfolk and Key West that would afford shelter to our largest ships of war, and where a naval station possessing most of the requirements could be established for refitting and replenishing our squadrons.

Port Royal is very easy of access; its channel, leading into the harbor or bay, offers sufficient depth of water for our largest vessels, and the bay and its tributaries could afford anchorage for the largest navy.

Soon after the occupation of Port Royal by Rear-Admiral Dupont its importance was recognized, and depots for coal and provisions and temporary machine-shops were established for the use of our naval forces, and Port Royal was continued as a naval-station until 1865, when it was broken up, our small Navy not requiring more navy-yards than those recommended by the board to be kept in commission.

Without doubt there are some excellent locations for a naval station to be found either in Port Royal Bay or Beaufort River, on Broad River, or on Colleton or Chechessee Rivers, but the limited time of the board did not permit them to make minute surveys. They availed themselves of information furnished by the naval officers stationed at Port Royal, secured the services of the best local pilots, and proceeded in the steamer up the several tributaries as far as their judgment deemed necessary.

In selecting a site for a navy-yard or station there are many important matters to be taken into consideration:

First. A minute and correct hydrographical survey should be made, for although the charts are no doubt correct and serve perfectly well for navigating the streams and rivers, yet they are not sufficiently minute in all cases for the purpose of locating a navy-yard.

Second. The ground should be examined and surveyed by an experienced civil engineer to ascertain whether the place contains within itself all the necessary requirements for a navy-yard, places for vessels to lie close to the land, depth and length of water for them to lie and swing in, good locations for dry-docks and wet-basins, good foundations for public buildings, or ground that could be successfully piled, streams of water that could be utilized for navy-yard purposes; or, if there are no streams, whether wells or reservoirs could be dug and a sufficiency of fresh water procured; what difficulties exist in regard to building wharves and quay-walls, and if such structures would tend to fill in the channel leading to the yard.

There are a number of minor considerations which have to be carefully looked into before determining on any site for a navy-yard. In fact, there should be a board consisting of line officers, a civil engineer, a chief of steam-engineering, a naval constructor, and a medical officer, with such experts as may be required to decide finally on the eligibility of any position.

The board have not the requisite information for deciding upon any site that might suit in the future, therefore could recommend none in particular. While considering the subject, it is just as well to mention the disadvantages which exist in relation to Port Royal.

First. There is the absence of a great commercial city, which always affords any number of competent mechanics of all kinds for the uses of a navy-yard. Difficulties would occur in procuring mechanics at short notice, as only a small number of such men, and those certain of permanent employment, would locate near a navy-yard in that quarter. It is true that Charleston and Savannah, to the north and south of Port Royal, might supply a limited number of workmen, who could be speedily conveyed by rail or inland-water communication.

Second. The Government would be obliged to depend entirely on its own resources, and to build permanent and floating docks, which are only to be found in numbers in New York, Boston, and Philadelphia, and a navy-yard here would experience all the inconveniences inseparable from the absence of a large city where almost anything can be procured at a moment's notice. A naval station can, however, be made somewhat independent of a large city in respect to stores by keeping a supply on hand.

There is a railroad from the north and south running within a short distance of several good localities, which might be continued to the navy-yard itself, should the latter be established at Port Royal.

Having mentioned the principal advantages and disadvantages of Port Royal for a naval station, the board beg leave to give as a reason for not at *present* establishing a navy-yard at this place, whatever may be done in the future, that we have now a sufficient number of yards for the small naval force it seems to be the policy of the Government to keep up, which yards are very defective in some of the essentials necessary to make them fully efficient. Before proceeding to increase the number of unfinished stations, it would be better to complete those we already have. At the same time we think it wise to use Port Royal as a harbor of refuge and a temporary refitting place for our West India and Home Squadrons, where the ships can resort during the sickly season of the West Indies, and where they would find among the islands a salubrious climate.

There is a large interval between Norfolk and Pensacola of 1,440 miles, while the longest distance between any two northern navy-yards, Brooklyn and Norfolk, is not more than 250 miles. Port Royal is about

480 miles from Norfolk, 960 from Pensacola, and 450 from Key West. It would appear from this that the defenses of the southern coast had been somewhat neglected.

As regards communication with the West Indies, Port Royal is 480 miles nearer to the Bahama Islands than Pensacola, and the distance of the two places from Havana is about the same. As a point to communicate with the Windward Islands, Port Royal has the advantage, while Pensacola seems to be a necessity for the protection of our interests in the Gulf of Mexico. Port Royal must in the future become a most important station on our South Atlantic coast. The board are of opinion that accurate surveys should be made of the sites which seem to offer the greatest advantages by a board of competent officers, as above mentioned, that the Government may use the position selected in case of a sudden emergency.

In selecting a site for an navy-yard, the policy of the Government should be to occupy a position beyond the reach of the enemy's longest-range guns, and to have the approaches defended by fortifications which the enemy would not attempt to pass. This being acknowledged, a navy-yard at Port Royal should be established as far from the sea as prudence would dictate, and before any structures were commenced the harbor should be defended by an impassable chain of forts, otherwise a navy-yard there would be useless to us in time of war, as it would be liable to seizure by an enemy of superior naval force.

At present there is not a gun mounted on shore or any apparent prospect of fortifications being built. This circumstance should prevent any immediate action toward locating any permanent naval establishment, if no other reasons existed.

After a satisfactory examination of Port Royal Bay and its tributaries, the board proceeded, in the Tallapoosa, through Callibogue Sound to the outer roads of Savannah, where the vessel laid some time aground. It was quite evident, from a general observation and consultation of charts, that neither Cockspur nor Tybee Islands offer any of the requirements of a naval station. The first requisite is depth of water at all times by which our heaviest-draught vessels can enter when requiring immediate repairs or provisions, or to escape from an enemy of superior force. Vessels of war drawing over 16 feet of water cannot pass the buoy bearing northwest from Tybee light at low-water, and our heaviest-draught vessels could not be taken as far as the light-vessel on Tybee knoll at the highest tides.

No other reasons need be given for making an adverse report with regard to establishing a naval station at either Cockspur or Tybee Island, for the objections stated are paramount. The board, therefore, are of opinion that for naval purposes both the above-mentioned places are not to be considered.

Having satisfied themselves that there were insurmountable objections to Cockspur and Tybee Islands as naval stations, the board proceeded to Brunswick, Ga., where the Government owns a piece of ground containing 1,100 acres, on Blythe Island, for which they paid some years ago \$130,000. The entrance through the channel into Brunswick Harbor for vessels drawing 16 feet of water is not difficult, and any one having ordinary knowledge of charts can enter by the aid of the buoys, without a pilot. This, however, can only be done at high water, the channel at low tide affording but 15 feet, and upon several lumps in the fair-way but 13 feet. The mean rise and fall of tides is 6 feet 8 inches, which would give but a depth of 19 feet 6 inches of water in the best channel, say 21 feet at the best tides. This at once renders Brunswick

Harbor ineligible as a naval station, for our largest vessels could not enter there at all, and the smaller ones would find a difficulty in entering at low water or when there was a heavy sea running. After entering the harbor the water deepens to 5 or 6 fathoms, and so continues up to Blythe Island, through a very narrow channel. The least water shown by a Coast-Survey chart is $3\frac{1}{2}$ fathoms at low water.

The Government owns the southern end of Blythe Island, which is, without doubt, the worst part of it, being a large tract of marsh, while access to the fast-land is debarred by a mud-flat, extending about 300 feet into the river, and on which the Tallapoosa grounded, the lead showing at the bow only 6 feet water. There was evidently about 3 feet of mud, as the vessel drew 9 feet forward.

Even if a vessel of moderate draught of water could get over the bar, she would have difficulty in ascending the river, owing to shoal spots off the lower end of Blythe Island, where the channel is very narrow. Nature came very near making this a good situation for a navy-yard, but failed, which is to be regretted, as the place is capable of being well fortified, one of the greatest requisites in establishing a yard.

The board have to recommend that the public property at Brunswick, Ga., be abandoned and dispensed with, to be sold on the best terms that can be made for it.

Having nothing further to examine South, the board returned in the Tallapoosa to Port Royal, and having no further use for the vessel, although they could not have performed the duty assigned them without her, they returned, by rail, to Washington, D. C.

WASHINGTON, D. C., December 4, 1876.

The board met at 2 p. m. All the members present.

A considerable time was spent in discussing the particulars of their report; after which the board adjourned.

WASHINGTON, D. C., December 5, 1876.

The board met at 2 p. m. All the members present.

The minutes of proceedings and the report of the board were discussed and adopted; after which the board adjourned *sine die*.

Very respectfully submitted.

DAVID D. PORTER, *Admiral*.
S. C. ROWAN, *Vice-Admiral*.
C. H. DAVIS, *Rear-Admiral*.
J. W. KING, *Chief Engineer*.
J. W. EASBY, *Naval Constructor*.

Report of the board of officers appointed to consider the propriety of accepting League Island, &c., for naval purposes.

WASHINGTON, 11th April, 1867.

SIR: The board appointed by the President of the United States, under authority of an act of Congress approved February 18, 1867, to consider the propriety of accepting League Island and adjacent property and rights from the city of Philadelphia for naval purposes, has the honor to submit the following report:

The board has read with scrupulous attention the several reports and opinions on the subject of League Island and its suitableness for naval purposes, proceeding from commissions

of inquiry or from other official authorities ; it has given a respectful and careful deliberation to the most prominent of the controversial pamphlets written on this subject ; it has made a complete study of the original maps and plans of League Island and the adjacent property, among which are included the early original United States topographical sheets of the United States Coast Survey ; it has investigated the hydrographical features of the surrounding channels and basins ; it has entered into a thorough personal examination of League Island, of the opposite shore of the back channel, and of the channels themselves at different periods of the tide ; it has bestowed its careful consideration upon the relation of all the various points and details involved to the present and future wants and purposes of the Navy of the United States, and especially their relation to the supplies of material, labor, and the sources of manufacturing power ; and feeling assured that these deliberations, examinations, and studies added to the knowledge and experience already possessed by its members, qualify it to form an opinion on the subject of League Island, in respect to its geological and topographical conditions, in respect to defense, in respect to the practical business and wants of navy-yards, docks, and dock-yards for vessels of wood and iron, and in respect to its adaptation for all naval purposes whatever, this board does not hesitate to recommend, with entire unanimity, that League Island, the adjacent marshes and back channel, together with so much of the opposite shore of the back channel from League Island shore as is hereafter described, be accepted from the city of Philadelphia, and be held for naval purposes by the Government of the United States. So much of the opposite shore of the back channel as, in the opinion of the board, is ample to enable the Government to have the sole and exclusive use of said back channel, and both shores thereof, is shown by the polygon in red ink on the plan accompanying this report, and is described in words as follows :

From a point on the west side of Broad street, three hundred feet north of its intersection with the dike, the northern boundary runs east to the west side of Eighth, south two hundred and seventy feet ; thence east to the west side of Third street, along the west side of Third street, south four hundred and twenty feet ; thence east one thousand nine hundred and eighty feet ; thence south to the low-water line of the Delaware River, maintaining at Eighth and Third streets the same distance from the island as at Broad street, but conforming to the rectangular plan of the city, and including the northern entrance to the back channel. Again, from Broad street westerly, preserving the same average distance from the dike, the line runs from the point on Broad street south, eighty degrees west, one thousand seven hundred and ten feet ; thence south, sixty-six degrees west, three thousand three hundred and sixty feet ; thence south forty-three degrees west, to the low-water line of the Schuylkill River.

The area included between the polygon thus described and the low-water line on the north side of the back channel, is approximately two hundred and thirty-nine acres, of which seventy-nine acres are improved land inside of a dike, and the remainder, flats uncovered at low water.

All of which is respectfully submitted.

C. H. DAVIS,
Rear-Admiral U. S. N., Superintendent U. S. Naval Observatory.
A. A. HUMPHREYS,
Brig. Genl. U. S. A., Chief of Engineers, Bvt. Major-Genl.
JAMES ALDEN,
Commodore U. S. N.
J. W. KING,
Chief Engineer U. S. N.
J. E. HILGARD,
Asst. U. S. Coast Survey, in charge of Office.

Hon. G. WELLEN,
Secretary of the Navy.